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ALEXANDRA BUILDINGS.

Chinese officials should continue to be attracted by such fortuitous windfalls as that apparent in the revenue of 1904. Changing the revenue into sterling terms, the report shows that in 1903 the revenue was, at the average exchange of that year, £4,028,355; and that last year, also at average exchange, it was £4,514,019. Expressed in these terms, a twelve per cent. increase is disclosed; counted in Hk. Tls., the increase was only a three per cent. one. It is obvious that there was always a possibility of the exchange going against any such enhancement; and reversing the average rates of exchange for the two years, there would have appeared a serious decrease in revenue, even with the same actual three per cent. increase shown in tms. It appears self-evident that, having to calculate in such intricate ways, the margins provided for must always be greater than they need be under a stable currency. No doubt this is to come a feature which fosters complacency on account of the existing system, or lack of system; but, as the report points out, it is also a serious restraint upon trade. No real prosperity can therefore be looked for, out of China's trade with the outside world, until the money passing between the parties is made what it was intended to be, a truthful token of real values.

Throughout this report, we have ample indication of China's natural riches. Why, then, is such a productive country not so well-off as its resources argue it should be? Because the price of Chinese products is not so much affected by the cost of production in China as by the price to be realised in the world markets. This price, which should naturally be ruled by the law of supply and demand, is constantly affected by the rise and fall, or anticipated rises and falls, of exchange rates. The man who produces the goods to be exported may not be a student of exchange peculiarities; but the innumerable middlemen who connect him finally with the foreign buyer are not ignorant of the opportunities afforded for making gains. Even in far-away Ch'ingtu, in Szechuan, we are told, the exchange rates are received by telegraph; and the Chinese jobbers in the many ports, with whom the foreign buyer has to deal, miss none of these opportunities. As the volume of supplies from the interior depends entirely on the prices offered at the coast, and these prices depend on exchange, it is not difficult to see that the pre-ent system is not the one to encourage production for export. A fall in silver would seem to promise encouragement to the producer; but here again the middleman has to be reckoned with; and it is only too probable that any such advantage is retained by him as extra profit, until he becomes wise enough to see that a greater production means greater profit, and that it will pay him to advocate the abolition of the system that offers such temptations, in order to encourage the greater turn-over.

H.M.S. *Humber* and *Centurion* left port yesterday, and the *Andromeda* came out of dock. The Nagasaki "Players" have also staged "Jane", the farce recently played in Hongkong.

An extraordinary general meeting of the members of Club Germania will be held next Tuesday.

The Japanese steamer *Kinki-maru* which stranded off Tsushima, in Akita-ken, has been refloated.

The Amateur Dramatic Club are announced to give another performance of "A Summer's Day" on Saturday evening.

The steamers *Hardy* and *Chowchow* have been chartered to the Nippon Yusen Kaisha at Kobe for its North China service.

The Hongkong Schools' Sports will be held at the Race Course, Happy Valley, next Monday. The heats will be run off on Saturday.

The Japanese Courts have refused compensation to the relatives of an American missionary supposed to have been drowned on an O.K. boat.

The British steamers *Chikan*, *Anhui* and *Beaver*, have now been made regular liners in the Nippon Yusen Kaisha's Shanghai service. The *Taiyang* and the *Wingang* will run occasionally on the same line.

The cook's galley boiler on board the Swedish s.s. *Victoria* exploded while she was passing through the Japanese Inland Sea. The flying debris injured the rigging, but no one was hurt.

Mario Correlli is among those who have uttered *obiter dicta* on the Russo-Japanese war. He is neutral, but sympathises with Russia, and hopes the war will do for Russia what the "Reign of Terror" did for France.

The port of Yinkow, on the Newchwang river, having been opened to trade by the Japanese military authorities on March 27th, 25 steamers, which had been awaiting the opening of the port at the mouth of the river, proceeded to Yinkow that day.

The launch *Ying Fat* with the mail, after having been on the rocks near Deep Bay and beached, arrived here from Shumshan five hours late last evening.

Two coolies were yesterday fined \$15 each, with the alternative of a month's imprisonment, for being in the servants' quarters of the Peak Hotel without permission.

Mr. J. H. Kemp, (Assistant Registrar, Acting as second Police Magistrate) left by the German Mail yesterday on leave, and is succeeded as Second Magistrate by Mr. Orme. While at Home he intends to qualify for the Bar.

Mr. F. A. Haselund yesterday sentenced twelve seamen of the Norwegian s.s. *Cairo* to three weeks' imprisonment for refusing to proceed to Japan with a cargo of coal. The *Cairo* has shipped another crew, mostly Chinese, and proceeded on her voyage yesterday.

The *Japan Chronicle* records the death of Mr. James Green, one of the oldest foreign residents of Kobe. Mr. Green came to Hongkong hoping the change would benefit his health, and did feel better; but on his way back on the s.s. *Korea* he died, between Nagasaki and Kobe.

The Nippon Yusen Kaisha has now 25 foreign steamers, of 59,097 tons. In its service, in addition to seven Japanese steamers of 14,575 tons also under charter. There are only 17 vessels of the company's fleet which are not requisitioned for the Government transport service.

Two Chinese who had been charged with larceny at Shanghai recently, and who had been acquitted for lack of evidence, were being detained in durance vile, until such time as they had disbursed what the Japanese runner considered his perquisite in the way of "squeezes." Inspector Aires at once informed the presiding Magistrate, who severely reprimanded the offending runner and was understood to order that he should receive one hundred blows.

A letter from the Government of Bogota, to the Colonial Secretary, Hongkong, dated 23rd March, 1905, says:—In continuation of the letter from this Government No. 88 Marine, dated the 13th January, 1905, I am directed to state for information that the regulations for the prevention of the introduction of plague by sea which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

The *Asahi* publishes a Taipeh telegram stating that a tribe of aborigines at Tsochikaku, Taichin prefecture, having become active of late, and several persons having been murdered, the authorities decided to send a punitive force. On Saturday last an expedition consisting of 150 policemen and Chinese assistants, with a number of guns, proceeded to the district occupied by the offenders, when 21 aborigines were killed and a number wounded. The expedition withdrew in the evening.—*Japan Chronicle*.

Yesterday afternoon Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding, applied on behalf of the Chinese government, for the extradition of a Chinaman. Mr. Norman Ferrers, instructed by Mr. Otto Kong Sing, appeared for the defence. The charges were as follows:—That one, Wong K. Chen, on the 26th August 1904 at Hun Kai village in the Tung Koon district, Kwangtung, together with certain other persons, the names of one Wong Choy Shi (\$100 in bank notes, \$45 in silver and certain jewelry and clothing) feloniously did steal take and carry away. A second charge was one of assault. The case was remanded.

The *N. C. Daily News* announces that Bishop Xavier died at Peking on the 3rd inst. His long residence in the capital, his great abilities, and his unflinching courage and kindness, his intimate knowledge of, and sympathy with, the Chinese and their arts, had made him a power there with foreigners and natives alike. It will be remembered that he did everything he could to warn the Legations of the trouble that was coming from the Boxers, and his defence of the Peitang Mission was one of the most brilliant episodes of the siege in 1900. His death means a very great loss to the Church, and a personal sorrow to the Peking community.

An interesting story is told in *T. P.'s Weekly* of an omitted comma which cost the United States Government a matter of £400,000 sterling. About thirty years ago the United States Congress, in drafting the Tariff Bill, enumerated in one section the articles to be admitted on the free list. Among these were "all foreign fruit-plants." The copying clerk, in his superior wisdom, omitted the hyphen and inserted a comma after "fruit," so that the clause read, "all foreign fruit, plants, &c." The mistake could not be rectified for about a year, and during this time all oranges, lemons, bananas, grapes and other foreign fruits were admitted free of duty, with a loss to the Government of at least £400,000 for that year.

The revolt of school boys in Russia is more disturbing to the French ideals of law and order than any political outbreak. It is reported that at one school in St. Petersburg boys of ten have made the following demands: "Three hours' day for lessons and the right of the pupils to choose their own teachers." What is the world coming to? asks a French writer. "The wonder is that these young monkeys have not demanded the fall of the Baltic Fleet or sent their congratulations to the Mikado! The rising generation in Russia is rising with a vengeance. We shall hear next that the babies who are taken for an airing in the public gardens are clamouring for a Constitution and have refused all nourishment until the autocracy climbs down!" One suspects this to be the French journalist's subtle way of indicating that his sympathies are not entirely with the Russian Government.

TELEGRAMS.

[REUTERS' SERVICE.]

THE CHINESE IN THE TRANSVAAL.

LONDON, 10th April.

Five hundred Chinese labourers broke out of the Jompers Deep Mine yesterday, and were driven back by the mounted police, who were stored for three hours. The casualties are not serious. The Kafirs assisted the police. Twenty eight Chinese were arrested.

THE WAR.

["DAILY PRESS" SERVICE.]

OPINIONS IN JAPAN.

TOKYO, 12th April.

It is believed here that the objects of the Baltic squadron are to seek some haven on the South China coast; and thence to constantly menace Japanese shipping.

Kobe, 12th April.

The news of the approach of the Baltic squadron, while naturally creating considerable interest, is received calmly here.

"BALTICER" GOSSIP.

The report that a number of ex-shipmasters have left Hongkong for the neighbourhood of Singapore to act as pilots on the China coast for the Baltic Fleet is false.

The Baltic Fleet having passed through the Straits of Malacca last Saturday night very well have already arrived at Saigon, but it is believed by some that they are in no hurry, as it is intended by Russian diplomats that peace must be declared before the meeting of the fleets, and that no great naval engagement will take place at all.

A pro-Japanese theory for the Baltic Fleet passing Malacca rather than going through the Straits of Sunda is that an attack from the Japanese in this locality was feared, and that in such an eventuality it was contemplated to take refuge at Singapore, where, of course, the ships would have been put into sanctuary and dismantled. Japan, on the other hand, never contemplated giving battle in such a disadvantageous position.

Naval experts are of opinion that the engagement will take place to the eastward of Formosa, while the Baltic Fleet is steaming towards the region of Vladivostok. They draw vivid pictures of a night attack by Japanese torpedo boats and "North Sea" panic on board Russian ships.

The Russian fleet is not as strong as one would have expected in the way of torpedo boats.

So far, it is said, the probabilities are that the Baltics have not even scented the Japanese cruisers.

In the event of Japanese warships being injured, the only port in Formosa where they could take refuge is Keelung. Only torpedo-boats and craft drawing about fifteen feet could enter Tamsui, and the ports in the Pescadores would not be much use for a similar reason.

The Baltic Fleet has but one course from Singapore to Saigon, for no object could be served by fooling about the open sea.

A man, with knowledge of naval affairs, interviewed yesterday, said he could not agree with what seemed to be the general opinion, that Japan would entice the Russian ships as far north as possible. The Russian move would be to "kill time" in the south indefinitely, preparing the ships and waiting for reinforcements. His opinion was that Japan's best move is to strike at once. He said further that the value of torpedoes in modern warfare had been of late much exaggerated. They were effective at Port Arthur in the commencement of the war, but only on unprepared vessels, and vessels which, unlike some of the more modern craft, were only armed above the water-line. At Port Arthur, for instance, about eight torpedoes were discharged against the *Sevastopol*, and only one of these pierced the torpedo net. And that did not sink the ship. The *Sevastopol's* armour, moreover, is not nearly so strong as that of others.

VLADIVOSTOK FLEET.

Japan has lost three or four warships, and her fighting strength to meet the Baltic Fleet is materially weakened by her having to keep several vessels behind to blockade Vladivostok. The Vladivostok fleet consists of half a dozen submarine boats, which ought to be more effective when the ice clears away; three cruisers, the *Gramol* (armoured), *Rosia* (armoured) and *Bogaty* (protected); and about twenty destroyers and torpedo boats. All three cruisers have exceptionally high speed.

THE THIRD-BALTIC FLEET.

The fate of the third Baltic Fleet is still undecided. It consists of one battleship (the *Nicholas*), two cruisers, two coast defence vessels, a repairing vessel and half a dozen transports.

THE FOURTH-BALTIC FLEET.

The fourth Baltic Fleet, now fitting out at St. Petersburg is said to consist of four new battleships and two or three new cruisers.

SHIPWRECKED SAILORS AT HONGKONG.

Part of the crew of the wrecked British s.s. *Pharadia*, Captain D. M. Foote, arrived here from Manila by the s.s. *Zofra*, on their way home as distressed British seamen. The Chief Officer, Mr. W. Leary, was yesterday interviewed at the Sailors' Home by a *Daily Press* reporter. He narrated the story of the disaster as follows:—

The ship was wrecked on an uncharted rock in the San Bernardino Straits at about 9.30 a.m. on the 1st March. We had a cargo of coal for Manila, and from thence were to have gone to New York and Boston with Philippine produce. We did our best to get the ship adrift by jettisoning the cargo. I then took charge of a boat and went to Capool Island Light House to send a telegram to Manila for pumps and cables to lighten the ship. There was no telegraphic communication at that point, so we had to go on to Sorsogon, fifty miles distant from the wreck. Lloyd's Surveyor arrived on the 13th March with divers, pumps and cables. Previous to this some cargo was discharged into lighters, but the tide was so strong that only three small schooners could be partly loaded before they broke adrift.

When the ship struck, the fore peak and No. 1 hold filled rapidly.

After jettisoning about 1,500 tons of cargo, the ship swung broadside to the tide, dragging her anchors home and striking heavily on the port bilge. The bilge No. 3 hold was pierced, and water made fifteen inches in five minutes with all the pumps going—that was on the 22nd March. The engine room filled, and we abandoned the ship. We went to Manila with Lloyd's agent in the little transport *Rodriguez*. The *Pharadia* is a New Brunswick owned vessel. She was built in Glasgow in 1898, and her net tonnage is 2,281. Salvage experts at Manila still hope to float her.

ROYAL HONGKONG GOLF CLUB.

At the monthly meeting of the Golf Club held on the 8th to 10th April 1905, for the Captain's Cup, the following caddies were returned out of 23 entries.

Mr. H. W. Robertson	90 - 12 = 78
Mr. F. Barry	85 - 8 = 85
Mr. C. M. G. Barrie	88 - 8 = 86
Mr. P. E. Reut	94 - 10 = 86
Mr. C. M. G. Barrie	94 - 10 = 86
Mr. E. V. D. Parr	98 - 10 = 88
Mr. A. W. J. Watt	97 - 8 = 89
Hon. W. J. Grosson	102 - 12 = 90

Mr. A. J. M. Grieve	80 - 8 = 80
Mr. C. M. G. Barrie	80 - 8 = 80
Mr. E. H. Pedley	86 - 3 = 83
Mr. F. Barry	85 - 8 = 85
Mr. C. M. G. Barrie	86 - 8 = 86
Mr. E. V. D. Parr	98 - 10 = 88
Mr. A. W. J. Watt	97 - 8 = 89

• Winner of Cup for the month.

R.H.K.Y.C.

The courses for the race on Saturday, for Mr. Mitchell's prize, will be No. 12, Lyman Beacon (port), Cuet Rocks Booy (port), Lyman Beacon (port), 12 1/2 miles.

Start 2 p.m. Finish 6.30 p.m.

Handicap:—

Dione	0
Elyse	2 min
Vernon	2
Aden	6
One Design	11
Alamack	17
Chanticleer	23
Iris	23
Thorn	25
Glenn	25
Payne	20

THE MASONIC QUADRIELE CLUB.

At the City Hall last night this Club gave their last dance of the season, and as anticipated it proved, in every way, as great a success as its predecessors. Considerably over 100 couples responded to the invitations sent out; and the majority continued dancing until the small hours of the morning. On previous occasions the dances have been held in the large banquetting room of the Masonic Hall, but on this occasion the City Hall was requisitioned. The programme comprised Quadrilles, Lancers, Scottische, Barn Dance and Waltzes, also most of the other favourite round dances. The hall was nicely decorated by some of the more artistic members of the Club and presented quite an animated appearance. Refreshments were dispensed in a small room adjoining the Hall, and a light supper was partaken of on the completion of the first half of the programme. We understand that another Smoking concert is to be given under the auspices of the Masonic Quadrielle Club, doubtless prompted by the success that attended the previous one.

CHINESE LABOUR IN THE TRANSVAAL.

Mr. Lyttelton, replying to Mr. Macnamara in the House of Commons recently, said the present requirements of the mines were for no more than 55,000 Chinese, and that after that number had been reached the rate of increase—if increase there was—would be very moderate. The cost of recruiting and maintenance of Chinese was very heavy in comparison with the Kafirs, and ordinary prudence would dictate that the introduction of Chinese should be limited and supplemented by Kafirs, if such labour could be obtained. The experiment and all its consequences had received, and was receiving, the closest attention of the Transvaal Government and of His Majesty's Government, and they had no doubt that the representative government about to be introduced would give even better opportunities for scrupulously maintaining that attitude.

Two submarines of the A class were launched at the establishment of Messrs. Vickers, Sons, and Maxim, Barrow-in-Furness, on March 7. Nine of the ten submarines of the type originally ordered at Barrow have now been completed.

CHINA'S FOREIGN TRADE.

TRADE REPORTS AND RETURNS, 1904. Further extracts from the Customs annual report for 1904 are:—Imports.—The total value of net imports was Hk. Tls. 344,060,098, an increase of five per cent. Up to a few years ago our recorded values were based on market price; of recent years some ports gave market price and others c.i.f. value; but for 1904 the value of each article of trade is the value at amount of landing (the c.i.f. value). Comparison is therefore to be made with the total, Hk. Tls. 310,453,428, which appears in the summary at the close of my Report for 1903,—and the increase is actually 11 per cent. The accompanying diagram shows the decline in the relative importance of opium, and the rise in cotton manufactures and "Sundries" in the past 4 years. In 1864, to a total of 50 million taels, opium contributed 40 per cent.; cottons 12 1/2 per cent., woollens 10 per cent., metals 4 1/2 per cent., and all other goods 33 per cent.; in 1904, to a total of 344 million taels opium contributed 11 per cent., cottons 36 per cent., woollens one per cent., metals six per cent., coal two per cent., kerosene six per cent., and all other goods 36 per cent.—an aggregate for "Sundries" of 40 per cent.

Foreign opium fell from 58,478 to 54,705 piculs, which still was 3,965 piculs more than in 1902. Malva increased in quantity, and that the demand was genuine is evidenced by the fact that, notwithstanding the lower silver laying-down cost due to higher exchange, sale prices were fully 15 per cent. more in December than in January. Deliveries of Bengali opium were 29,569 piculs, against 32,892 piculs in 1903, the market at the close of 1904 being overstocked, with prices below those of January. Of all kinds considered together, the northern ports consumed 223 piculs less, Yangtze ports 302 piculs more, Shanghai 2,289 piculs less, Chukchiang 204 piculs more, Fushien 1,065 piculs less, and Kwangtung 634 piculs less. These figures indicate increased production of Native opium, especially in view of the fact that the generally prosperous condition of the country allowed a considerable expenditure for luxuries. No statistics of the production of opium in China are ever obtainable, but in the reports from most of the producing districts are references to the exceptionally good condition of the poppy during the past year. The only indicator for the movement of native opium in China, and that by one only of innumerable routes and constituting a small fraction of the entire movement, is found in the Customs statistics of Ichang; at this port the transit of Yunnan and Szechwan opium in 1902 was 4,721 piculs, 5,794 piculs in 1903; and 11,282 piculs in 1904, just a half of the last figure being the quantity in the last quarter of the year. The recorded import of Morphia, which in 1902 was 185,183 ounces and 106,148 ounces in 1903, fell in 1904 to 123 ounces, practically a nil importation. A year ago I noted that Morphia fell to but little more than half the 1902 figures—a subject for congratulation were it not probable that 1902 saw large quantities rushed in to avoid the increased duties. The only lesson that can be drawn from the 1904 figures would seem to be that the prohibitive measures sufficient to check smuggling with moderate duties at the uniform rate of five per cent., are ineffective in the case of a drug of small bulk on which is imposed a restraining duty of over 100 per cent., especially when the revenue authority has no such powers of investigation as are given in other countries for such articles as opium or tobacco. The annual average of the two years 1902-03, viz., 150,840 ounces, will, I am informed on medical authority, give from 150 to 300 million injections, according as the figure is based on the requirements of heavy druggists or on the ordinary dose.

Cotton manufactures were imported in smaller quantities, speaking generally, than in 1903. Plain fabrics (shirting, sheetings, teacloths, drills, and jeans) had declined from 19,015,300 pieces in 1902 to 13,835,506 pieces in 1903, and in 1904 fell further to 12,941,904 pieces. The price of cotton on the Western markets, rising early in 1903 and keeping a high level during that year, was maintained well on into 1904, and the reduced saleable rate in time to give full value to the mills, but not in time to bring the woven product to the consuming market. Of the plain fabrics named above, the English mills supplied 7,841,603 pieces in 1903 and 8,109,020 pieces in 1904, thus showing a prompt response to the opportunity to replenish the market; American mills supplied 4,782,141 pieces in 1903 (already much reduced output), 3,733,548 pieces in 1904, a reduction explainable partly by the necessity of first supplying the American market, partly by the distance from this over-flow market, and partly because the American mills are most affected by any reduction in demand from Manchuria; the Japanese mills supplied 730,723 pieces in 1903 and 607,312 pieces in 1904, a reduction the more certainly attributable to the effects of the war and the resulting high cost of credits, since they are nearest; the small supplies of Dutch fabrics were less and of Indian fabrics were more. Since the resumption of business after the fall in the price of cotton, it is reported that orders have already been placed for nearly all requirements a year or more ahead. Fancy makes of cotton goods, articles of luxury, the demand for which increases in time of prosperity, are not so much affected. Cotton yarn fell from 2,738,448 piculs in 1903 to 2,260,878 piculs in 1904, the proportion to the total value of all cotton manufactures of this semi-finished product having fallen from 52 per cent. in 1903 to 48 per cent. in 1904. Yarn reached record prices during the year, and the best makes of Japanese mills realised fully 10 per cent. higher prices than Indian spinnings; Indian yarn was 252,128 piculs less, and Japanese 192,677 piculs less, than in 1903. Taking the average of the three years 1902-04, we have a consumption of 2,489,099 piculs; the output of mills in China is estimated at 750,000 piculs, of which about two-thirds come from those at Shanghai and one-third from those elsewhere, and this gives a total of about 3,240,000 piculs of machine-spun cotton yarn consumed by the people of China.

Woollens call for no comment; their value remains at about four million taels, the value of the import of 40 years ago. Those who can afford woollens prefer silks and furs, and the weavers of cotton-wadded garments and sheep skins cannot afford woollens.

Metals increased in value by over a third; the increase is observable all along the line, the only marked exception being steel. The exaggerated increase in copper (slabs, sheets, and wire, from 90,997 to 273,910 piculs) and in spelter (from 1,604 to 14,335 piculs) is attributable to the demands of the Mints.

The import of rice, which in 1903 was less than a third of the 1902 importation, rose in 1904, by 20 per cent., to 3,356,830 piculs; with the excellent crops in Kwangtung in 1903 and 1904, it may be assumed that its industrial urban population will always call for foreign

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 13th, 1905.

ALTHOUGH the annual report of the Inspector General of Chinese Customs, concerning China's foreign trade, begins by the statement that the war's effect upon the trade has been "of minor importance," it would be improper to ignore the fact that its effect upon exchange has been great; and as the two are inseparable, the first statement appears to demand considerable qualification. It may be correct to call it an indirect effect of the war, when war causes violent fluctuations in exchange, and these again cause trade depression; but the connection is none the less real and intimate. Therefore we hope that the Chinese authorities will be duly impressed by the pregnant sentence in this report, that "no trade can stand such a strain under conditions in which even the wise foresight which settles exchange in advance may involve the operator in a heavy loss; and it is high time that all interested in the prosperity of the trade of China—governments, banks, importing and exporting merchants, guilds, jobbers, and retailers—used such influence as they possess to further any method of reform which will ensure stability of exchange." Unfortunately, there is too much attraction, in the element of gambling so introduced, for some of the persons named, who might otherwise be able to impart advice in quarters where it would have influence. If certain merchants, and the banks, prefer the profits derivable from fluctuations of exchange to the increased and permanent earnings that would come from the increased trade consequent on a saner currency system, it is hardly to be wondered at that the

supplies. Rice bran was also imported to the amount of 2,311,638 piculs.

Cigars and cigarettes increased in value from 24 to 34 million taels; while household stores and wine, beer, and spirits, maintained the value of 1904.

Flour comes to us, for the most part, from Hongkong, but in bags with the imprint of American flouring mills; the quantity increased from 766,324 to 947,346 piculs.

Under the only point to attract attention is the increase in the import of artificial indigo, from 11,818 to 18,919 piculs; vegetable indigo a Chinese product made foreign by passing through Hongkong, also increased from 708 to 744,447 piculs. Other synthetic dyes maintained 1904 figures.

Kerosene oil continues its onward march, the total import having risen from 84,998,435 gallons in 1903 to the enormous figure of 156,801,235 gallons in 1904, an increase of 84 per cent. to the total imports of the two years 1903 and 1904 American oil contributed 37 per cent. and 43 per cent. Russian 16 and 21 per cent. and Sumatra 47 and 35 per cent. respectively. Lamp oil, under that name, is much reduced, and California oil has made its first appearance.

Sugar of all kinds increased from 3,292,340 piculs in 1903 to 3,747,563 piculs.

Railway Plant was less at Hk. Tls. 6,046,459 in value, and other machinery increased in value by a fourth to Hk. Tls. 2,600,000.

By the addition of several categories of goods to the list of imports enumerated it was hoped that the value of those included under the heading " sundries, unenumerated " would be materially reduced. So rapid, however, is the development of trade in minor articles that the heading gives even a greater value than in 1903, having risen to Hk. Tls. 12,533,337. In this figure included an exceptional sum of Hk. Tls. 1,638,016, the value of 3,310 piculs of Manchurian raw silk imported into Shanghai from Danyang and Port Arthur, and consequently treated, not as native, but as foreign produce.

The transit of Formosa tea at Amoy was less than in 1903, the quantity re-exported having fallen from 143,890 piculs in 1902 to 119,488 piculs in 1903 and 101,701 piculs in 1904. The rest of the re-export trade shows some development, having been, excluding Formosa tea, of a value of Hk. Tls. 8,438,240, against Hk. Tls. 6,523,062 in 1903, an increase due to an unusual demand for cotton fabrics for Japan and Korea.

Exports.—The total value of exports was Hk. Tls. 229,486,688, an increase of 10 per cent. As has been noted, this is value f.o.b., whereas those of 1903 were based on the market price, and did not include charges for packing or shipping or duty, all of which are necessary ingredients in the value, the amount of the bank bill negotiated, required for inter-national exchange; and during the past year special efforts were made at Shanghai—the port at which, whether as export or re-export, is shipped over half the value of goods leaving China—to obtain the true values from the ports of original shipment. The value given above is to be compared with that given in the summary at the end of my Report for 1903, viz., Hk. Tls. 223,205,162, and not with the total, Hk. Tls. 214,352,467, at the foot of the table of exports; and the inference must be that the export trade has not so markedly increased in value during the year. A study of the accompanying diagram shows the rise in importance during the last 47 years of goods other than silk and tea. In 1864, to a total of 51 million taels, silk contributed 24 per cent., tea 58 per cent., raw cotton an exceptional exportation, owing to the American Civil War 12 per cent., and all other goods six per cent.; in 1904, to a total of 229 million taels, silk contributed 33 per cent., tea 32 per cent., raw cotton 1.5 per cent., beans and beanskins three per cent., five per cent. in 1903, and other goods 41 per cent.

In the enumeration of exports tea is still given first place, on account of its past importance. The total shipments of all kinds amounted to 1,451,248 piculs, a decrease of 230,258 piculs. Black tea, with no diminution, retained its lead off 60,474 piculs, fairly distributed over all the consuming markets; and brick tea, black and green together, accounts for the rest of the reduction, being less by 170,763 piculs. The lessened export of brick tea left a large quantity of dust available for shipment. The maintenance of the figures for black tea will lessen the Chinese growers and packers, and lead to a tendency to believe that they can retain their trade in the face of careless and unsuitable methods of growing and preparation; they should remember that the restriction of the market for brick tea left more of the crop free for packing as leaf. Large shipments of green tea in the two previous years lessened the demand during the past year; and the reduction in the export of brick tea is explainable by the difficulties of transport to the consuming area in Asiatic Russia.

Silk shipments increased to a satisfactory extent over 1903 figures, but in the important items of white and yellow reeling did not attain to the already lowered figures of 1902. The heavy reduction in the shipments of 1903 fell almost entirely on Shanghai, and in 1904 it was Shanghai which showed the greatest power of recuperation. Native reeling of white silk, which there were reduced from 19 to 12,000 piculs, recovered 13,186 piculs of the loss, Canton at, recovering from 1,408 to 2,915 piculs; and flature reeling rose at Shanghai from 10,670 to 12,754 piculs, and at Canton from 83,391 to 131,221 piculs. In the total, 10,374 piculs of yellow silk is included as export of 728 piculs from Tientsin to Burma. White silk—3,327 piculs, about five-thirds from North China—more than in 1903 by 50 per cent. Former years attempts have been made to bring home to Chinese producers a realising sense of the danger impending over the China silk trade. It has been pointed out to them that their worms are diseased; that, of a smaller cocoon, it now takes from four to six piculs and a much greater proportionate number to make the one picul of silk formerly made by three to four piculs of the larger and stronger cocoon of former years; and that remedial measures were ready to their hand. From the day of the investigations of Mr. Kleinwachter to the practical proposals of Mr. Koehler, all sound advice fell on deaf ears, and the only visible result is seen in a small school of instruction, feebly patronised, at Hangchow, and in a recent anonymous pamphlet entitled "A Lesson to the Silkworm Industry," addressed to the people of Wusih and vicinity, in which the example of the painstaking Silk producers of Shao-ling, whose cocoons command a price 50 per cent. higher than those of Wusih, is held up as one worthy of imitation. The silken of China the living in a fool's paradise. The drop from the higher prices of 1899 to the lower rates of 1901 may have given them a shock; but their confidence was easily restored by the later moderate recovery, and the fact that they can still sell their deteriorated silk blinds them to the absolute necessity of doing something for the improvement of quality. Their prime error is in thinking that they can get the price that depends on the cost of cocoons in China; the price is made in the markets of the West—at Lyons and New York, at London and Milan, and in making it Italy and Japan are much more important factors to-day than China. Of the world's supply of silk at present, based on the average of the past three years,

1902-04, and not including the home weaving of China and Japan, China provides 27 per cent. (North China 18 and South China 9), Japan 23 per cent., Italy 25 per cent., and all other countries 20 per cent.; China silk, moreover, owing to its inferior quality, has not even the instance due to its quantity. Although the export of white silk from China in 1904 was less than the export of five years ago, the world's visible supply is greater than ever before, and for 1904 is expected to reach a total of 325,000 piculs, of which China's export only constitutes 25 per cent. The fact is that the North China silk worm is by nature the best in the world, produces naturally from the best mulberry the largest quantity of the finest silk; but, in common with all other countries, the worm was attacked by disease. Other countries at once adopted remedial measures, with the result that the disease does not exist there, and with the further result that there silk is now superior to Chinese. Japan, for example, now claims for her flature silk as much as is given for that from Shanghai; and while from 1899 to 1904 the export of Chinese white silk fell from 493,279 to 311,511 piculs, in the same five years the export from Japan increased from 59,069 to 96,586 piculs. The Chinese methods of breeding the silkworm were excellent so long as there were no scientific methods available; the export to the West and East was effective in eliminating the workings from the eggs, and leaving only the strong to hatch out, consume leaf, and spin silk, but only on a condition that there was no disease. Against this the success of the failure of China to adapt microscopic examination of eggs is that, while of 1,000 healthy eggs selected by such examination, perhaps 750 may survive through all the stages of development and spin strong cocoons, from 1,000 of the eggs of to-day in the Shanghai country not over 300 will arrive at the spinning stage; the other 400 will have eaten leaf to waste, and even the surviving 300 will spin an undersized cocoon. As has been said, to make a picul of silk once took three to four piculs of cocoons and now takes four to six piculs. Everyone knows this; but every one's business is no one's business, and it is possible that, as with tea, so also with silk, the guilds and merchants interested will allow matters to drift.

Among other exports will be found some articles which are in this issue separately enumerated for the first time, such as eggs, minerals, opium, cotton wool, rape seed, timber and wool, etc., but the trade in these foreign countries is of recent development.

Beans and beanskins were considerably less than in 1903, the quantity being reduced by a half and the value by nearly a third; this was occasioned, not by a reduced demand in the principal consuming country, Japan—where they are taken, the one to produce an illuminant and essential oil for the use of her people, the other to make rice fields which produce the people's food—but by the Russian declaration of the outbreak of war that they were contraband when shipped to the enemy's country. The export from Newchwang to Japan (in 1903 nearly the total export of beanskins and that of beans) was consequently prohibited so long as that port was held by the Russian forces, and after its occupation by the Japanese supplies were restricted to those coming by rail from the neutral zone west of the Line.

Straw Braid increased from 8,723 to 86,110 piculs. A large portion of the increase came from improved demand for the finer qualities, while the coarser grades were again distinguished by the same charges of irregular plaiting and fraudulent packing which have characterised the industry in recent years. The Shanghai product shows a tendency to gravitate to Kiangchow since the opening of the railway from Chi-nan, the Chefoo contribution to the combined export of the two ports having fallen from 70 per cent. in 1903 to 49 per cent. in 1904. Should this tendency continue, the efforts which have been made by some German exporters to improve the quality of the straw and the methods of braiding and packing will, if successful, have the inevitable result of forcing the Chinese guilds and middlemen, if not from shame, at least from interest, to place some restraint on the operations of the producers and packers, and in time a recognised chop may have a recognised value.

Raw cotton, the export of which suffered a slight check in 1903 owing to the high prices prevailing in the world's markets, again rose, and its forward march, and shipments increased by 60 per cent., to 1,223,588 piculs. Prices followed those ruling elsewhere, and when quotations dropped, those of Chinese cotton dropped also, leaving large stocks in the hands of producers and middlemen, who held in the hope of still obtaining the prices of the previous year, while spinners and exporters were in a better position to judge the future. Holders who had postponed the watering of their cotton until they found a prospective buyer were fortunate; but this, it is stated, were few, and the action of Yangtze water on stocks may produce better results in the future than any legal enactments. A special reason for the increase in China's export to Japan is doubtless to be found in the withdrawal of Japanese steamers from the Japan-Bombay line.

Among minerals antimony, ore and regulus, coming mainly from the fields of Hunan, fell off a sixth, while tin entirely the product of Yunnan gave a satisfactory increase to 50,391 piculs. Pig iron, an infant industry, gives good promise, having risen from 1,455 piculs in 1903 to 201,848 piculs (2,000 tons) in 1904. Sugar was again a moderate increase, 3,905,000 piculs for all kinds. Skins and furs, feathers, hides, minkens, oils (expressed and essential), and opium are the principal other commodities to show much increase. The most marked decrease is in oil seeds (cotton, rape, and sesamum); the weather which gave such abundant crops of rice appears not to have been so good for these seeds, and the sharp rise in exchange doubtless lowered exporter's value below that at which producers would sell. Matting was exported to a minor in diminished quantity, owing to disputes, resulting in a strike, between workmen and jobbers; the troubles were settled before the end of the year, and 1905 should show better results. Opium was exported to Tonkin to the amount of 1,170 piculs.

Shipping.—The tonnage entered and cleared was 63,774,706 tons, an increase of 6,484,317 tons. Of this increase, Chinese Native-type shipping accounted for 4,588,241 tons, due to the inclusion in the table for the first time of the tonnage entered at certain offices which contributed to the value of trade and to the revenue collected from it, but had not hitherto reported the tonnage which carried that trade; of these offices, Kowloon and Lappa alone now report 3,735,516 tons, carrying trade valued at Hk. Tls. 61,506,698, contributing Hk. Tls. 701,052 to the revenue. The remainder of the increase, nearly two million tons, is the normal increase of vessels under the Foreign flag. Of the total, the British tonnage rose from 49 to 51 per cent., this, except for the Chinese flag, is the only increase in percentage and the only considerable increase in tonnage, probably caused by the temporary substitution of British ships for those of the two belligerents, and partly by the tonnage required for the conveyance of 18,552 indentured

labourers from Chiuwangtsao and Chefoo to South Africa. German tonnage, about the same in amount as in 1903, fell in percentage from 13 to 12. Japanese tonnage fell, by the withdrawal of much of the ocean shipping, to but little more than half of 1903 figures, but was maintained at 4,200,350 tons by vessels under that flag employed solely within the neutral waters of China; the percentage fell from 14 to 5. The Russian flag contributed 56,279 tons, presumably in the first month of the year, against 569,503 tons in 1903. Of other flags, the French and Norwegian remained at two per cent. each, and the American rose to 14 per cent. An analysis of the last named is possible and presents a characteristic phase of the carrying-trade of the Chinese ports: the total entries of American ships at four constant ports averaged 2,490 tons, and the total at four river ports averaged 14 tons, the figures being for the former 199 ships, of 495,603 tons register, and for the latter 27,407 ships, of 393,078 tons.

Treasure.—The amount of Treasure imported was Hk. Tls. 34,119,801, and of the export, Hk. Tls. 38,672,972, giving on the balance a net export of Hk. Tls. 4,553,171, as shown by the table on page 18. It must not be forgotten, however, the gold is, for financial purposes in China as much merchandise as copper ingots and the gold coin imported from Japan to the value of Hk. Tls. 9,677,152 (say, 21,400,000) must, from that point of view, be so considered, thereby increasing the net export of Treasure on balance to about Hk. Tls. 14,000,000. Of this gold coin, imported into Shanghai, two-thirds are still there in the shape of bars, lying like an incubus over the exchange, awaiting a purchaser and forming no part of the liquid assets of the market, but available at any time to replace bills of exchange. It may be noted that at the close of the year and for some time in 1905 exchange rates (silver expressed in terms of gold) were from two to three per cent. below the parity of exchange based on the price of silver. Handled gold from the mines in the North, originating mainly in Yunnan and Chefoo, was exported to the value of Hk. Tls. 1,379,714; but there is no recorded movement of Gold from Szechwan.

Silver shows a movement of Hk. Tls. 23,518,638 imported and Hk. Tls. 37,128,368 exported, two-thirds of the import coming from Hongkong, while Hongkong took the one-fifth and Japan one-third of the export. Shanghai received Hk. Tls. 13,197,711, and sent away Hk. Tls. 17,147,442. The southern ports received Hk. Tls. 7,892,565 from, and shipped Hk. Tls. 19,543,795 to, their financial centre, Hongkong, both amounts being in coin; this constitutes the most serious drain on the banking resources of the Empire, but no published statistics exist to give the further movement of the funds; this drain is, however, counterbalanced by the coin brought in by returning emigrants, estimated at Hk. Tls. 10,000,000. The recorded movement from Newchwang was almost nil, a mere Hk. Tls. 230,000 to Chinese ports, while imports at that port, from Chefoo and Shanghai, were Hk. Tls. 620,290 in silver and Hk. Tls. 941,643 in coin. Tientsin received Hk. Tls. 54,851 in silver from Hongkong, and Hk. Tls. 3,246,556 in silver and Hk. Tls. 2,604,067 in coin from Chefoo and Shanghai, while shipments to the latter ports were Hk. Tls. 5,891,049, almost all silver. It is to be noted that the ordinary requirements of trade in the North call for silver and not coin. *Piastres de commerce* to a value of Hk. Tls. 1,169,071 were imported from Tonkin into Mengtsa, presumably for railway construction.

Have been favoured with a statement of the estimated import and export of Treasure at Hongkong during 1904, from which I deduce the following figures for the movement at that port:—

	Import.	Export.
Gold.		
Hk. Tls.	34,119,801	38,672,972
Silver.		
Hk. Tls.	1,379,714	19,543,795
Non-Chinese ports.	11,563,765	9,639,405
	12,790,421	9,223,494
Total Hk. Tls.	45,200,819	57,725,125

Including inconsiderable quantities to and from Mainland. According to these figures as correct, there was a gain to the banking reserves of Hongkong during the year of gold and silver amounting in value to Hk. Tls. 15,475,884, or about 23½ million dollars, of which nearly 19 million dollars were in silver. This is not inherently impossible: the dollars serving the trade of South China are generally clipped, and so are available for shipment outside the area only so much bullion, and, with constant robberies from Native craft in the Canton waters, it is not likely that there was much unrecorded shipment by junk. On the basis of these figures the movement of treasure between the commercial area including Hongkong and the Chinese ports, and all points outside that area, was as follows:—

	Import.	Export.
Gold.		
Hk. Tls.	34,119,801	38,672,972
Silver.		
Hk. Tls.	1,379,714	19,543,795
Non-Chinese ports.	11,563,765	9,639,405
	12,790,421	9,223,494
Total Hk. Tls.	45,200,819	57,725,125

Excluding inconsiderable quantities to and from Mainland. I give these figures with all reserve; but accepting them, the estimated average of a little over one million taels in the metal, silver, forming the currency of the Far East (again not including emigrants' funds), and retained on balance 1½ million taels in value (about £1,650,000) of the commodity gold.

INDIA'S COTTON INDUSTRY.

The development of the cotton industry in India, remarks the *Seattle Post-Intelligencer*, in comparison with the United States is a matter of concern to our producers, as well as of general interest to all.

The United States ranks first as a cotton producer and as a manufacturer of cotton fabrics. India stands second and Egypt third on the list of cotton growing countries. The American crop has averaged for ten years about ten million bales, India two million and Egypt one million. Cotton manufacturing and its growth is best indicated by the spindles in operation. In the United States 1893-4 there were 15,700,000. Five years later there had increased to 22,839,000, an average yearly increase of 715,000. In India the total number of spindles in 1893-4 was 3,539,681. In 1903-4 these had increased to 5,213,344, a yearly average of 167,000.

But India, with 300,000,000 people demanding cotton manufactures, with its cheap labour, and ready command of British capital, exports in 1904-5 85,581,000 pounds of cotton, 232,000,000 pounds of twist and yarn, and 76,000,000 yards of cotton piece goods, and imported 2,933,000 yards. In other words, it exported one-half its raw cotton and 335,000,000 worth of cotton manufactures, and imported cotton piece goods to the amount of 393,500,000.

REVIEW.

The Courtships of Catherine the Great. by PHILIP W. SHERBURN, B.A. London: T. Warner Laurie, Clifford's Inn, 10s. 6d. net.

When the Reviewer heard that Mr. Sergeant was about to publish a book, he reflected that the ex-editor of the *Hongkong Daily Press* was but following the lead of former editors of this famous journal, including Mr. E. P. Sinnett, Mr. R. C. Wilcox, and others. He (the Reviewer) only prayed that it might not be so deep, so "tough," as was Mr. Sinnett's "Isotonic Buddhism," otherwise he felt that he must resign his onerous and ill-remunerated task. When he heard the title of Mr. Sergeant's book, he concluded that he was to be compelled to read something of the sort that the unregenerate style "spicy"; and while he felt reassured as to his reason, he felt alarmed for his modesty. Before the book arrived in Hongkong, however, he saw that the *Graphic* said: "Mr. Sergeant has performed a delicate task with great discretion." He does not now propose to follow the example of some of the reviewers at Home, by airing an extensive acquaintance with the history of the famous lady about whom Mr. Sergeant writes, and then patronisingly admitting that the author has known nearly as much about his subject as the critic did. The fact is, this Reviewer had in some way mixed up in his mind Catherine the Amorous with that Sultana who said to Don Juan: "Christian, canst thou love?" and straightway threw himself on that strangely unresponsive young man's breast. It seems, according to Mr. Sergeant, that there was some excuse for such an association; but that the Empress Catherine, like so many other great historical characters, was as strong in character as she was human in passions. She was, so to speak, a female Lord Nelson, a feminine Bobby Burns, or, as our author seems to prefer, a Russian Queen Elizabeth.

At the very outset, Mr. Sergeant makes it clear that he will not have us suppose that Catherine the Terrible was so terrible as she was painted. He says that some authors might have "found better scope than in collecting and polishing up every scrap of scandal which they could by search discover concerning her." He admits that after her twenty-fifth year she gave ample cause for gossip, but that the stories attributing to her a youth in keeping with her later life were untrue and unjust. He is also at pains to argue the legitimacy of her birth, which some German writers have aspersed. Voltaire was her favourite author, until the French Revolution stirred up her monarchical feelings, and caused her to detest the country of subversive doctrines. It is a little amusing to read that her present champion has to admit that at less than fifteen years of age she had set her heart on the Russian throne, that she listened to her youthful groom-elect's confessions of his liking for other women, that she was an easy convert from the Lutheran faith to the Greek, and that her earliest troubles came through her incurring debts immediately after her arrival to the throne of seventeen thousand roubles. It is difficult to see in these any evidences of an immaculate youth; and her complaints in her memoirs against her own mother are hardly to her credit, however justified. Mr. Sergeant seems to think that the prospect of one day being empress in her own right "must have consoled her not a little" for the immediate prospect that was hers, union with a young man whom she knew to be vicious, and admittedly regarded as disgusting. Of course, if princesses are constructed differently to other young girls of fifteen, there's an end of it. The Reviewer confesses to absolute ignorance of princesses. But other things that Mr. Sergeant tells us about her in his very interesting and most ably written book show that in the whole this extraordinary woman was more man-like than womanly. It is to be feared that, in view of the general character of contemporary people, that she was no better than she should be, and that she was morally no more to be admired than the husband whom the author seems to blame for most of her misdeeds. It is by no means a savoury picture that he draws of the girl empress and all those great people surrounding her. Instead of weeping, or storming at the iniquities of her best-loved spouse she "yawned and grew weary," which again seems to throw some light on her disposition; and to make us wonder at Mr. Sergeant's idea that her life with him was one long "torment."

She appears to have been well able to look after her own happiness and interests, and the Reviewer cannot bring himself to share the author's sympathetic point of view, much less his suggested admiration. As for the value of such a study, it has been suggested that the forces of heredity may be traced to present day Russia, but the facts that are admitted by the author, who has evidently sifted all available evidence with great pains and conscientiousness, lead us to think that hereditary influence might just as easily be traced through several generations of rabbits or white mice. To say that it would have been a wise man who knew his own father in those days would be quite inadequate. We would have been a miracle of wisdom! With regard to the differences between princesses and ordinary girls, there does not seem to have been so great a one as if we may take Catherine's own memoirs. She is delightfully natural when she writes:

"I put on a bodice of white gros de Tours silk (I had a very good figure at that time), with a petticoat of the same over a very small hoop. I put up my hair, which was very long, thick, and beautiful, at the back of my head, and tied it with a white ribbon *queue de renard*. I set one rose, with its bud and leaves, exact imitations of nature, in my hair, and another in my corsage. A ruff of very white gauze was about my neck, and I wore cuffs and apron of the same gauze. . . . I never in my life

remember having been so complimented by all as on that occasion. I was said to be as beautiful as the day; and absolutely dazzling. To tell the truth, I never considered myself very beautiful, but I was pleasing, and I think that this was my strong point."

There, if Catherine were able to get at the contents of Mr. Sergeant's book, and to give her opinion, she would say: "Pshaw! The man means well, but why in all that book has he not taken pains to emphasise my strong point?" However, it only remains now to add that Mr. Sergeant has not pretended to deal with Catherine's whole life and character. He has deliberately taken the one feature of her life by which the uninformed chiefly remember her, and, as he claims, misjudged her; he has examined all evidence bearing on this aspect, sifted it, and written an interesting and informing piece, devoid of offensive suggestions, and in the process exhibited a great deal of solid erudition. One almost epigrammatic phrase will show how neatly he can suggest much while saying little: "such a name as maid-of-honour seems doubly inappropriate for ladies of the Russian Court in those days." As for the general effect of it, it seems of little avail to remind us that the Devil is never so black as he is painted. There seems no getting over the fact that the blackness is so pronounced that no unscrupulous blackening can besmirch it. That Mr. Sergeant's story may be true, and the romances false, does not make her history less sordidly coarse. She was physically more charming than our own Elizabeth, it seems, and her beauty lasted longer; but her troop of lovers were bought and paid for, notwithstanding. Which, if the Russians did not object to, English readers will not admire, even in an able politician like Catherine.

FLOATING MINES.
The I.-C. S. *Lienhsing* is gaining a reputation by its efforts made to destroy the mines that menace the mercantile marine service on the Northern coast of China. Out of three endeavours those on board that steamer have succeeded in blowing up two of the dangerous instruments of war. The only failure was due to the mine being a "tipping" one, and the impetus of the mine being unable to throw the explosive over to the right angle, or penetrate the tough shell to sink it. These are really the most dangerous mines. When a spiked mine comes into view there is a sure thing on to explode it if the marksmen are there to hit one of the many projections. Instantaneous with the snapping off of a spike a terrific report follows and the air is alive with the shattered shell. A spiked mine was sighted directly in the track of any vessel entering or leaving Wei-hai-wei by the east. This duplicate proximity to the British based port cannot be too strongly emphasised, as it shows the utter neglect of any precautionary methods adopted by the British naval authorities for the safety of the commerce they are supposed to protect.

We learn that the *Lienhsing* has been fortunate in her encounters by always having fine weather and a smooth sea for her operations. A mine under these conditions can be seen about half a mile off. The average time taken by a ship travelling ten knots from the first view to having the mine blown is about three minutes. The elevation of the mine above sea level ranges from twelve to fifteen inches. It does not require a great stretch of imagination to calculate the hazard run by shipping in a sea strewed with these explosives. If heavy weather sets in the danger is increased to an immense bound. The waves would entirely obscure the object and render it impossible to detect until the steamer is directly beside it if the fortunately misses striking it. Fog is another depressing consideration if it shuts down upon a ship when in the zone of danger. It is therefore time that some Power takes the matter in hand to clear the seas of this harassing burden. No reliance can be placed upon Chinese man-of-war. We doubt if the average naval warrior in that service has the energy or skill. It is a crying shame that it should be left to the inefficient merchantman to work out his own redemption.—*Nagasaki Press.*

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NEW ADVERTISEMENTS

MR. W. GRAGE, Hamburg, Newswall, 29, formerly of Messrs. Arnhold, Karberg & Co., Shanghai, wishes to enter into business connection with China firms to act as their agent in Hamburg, both for imports and exports.

Hongkong, 13th April, 1905. [979]

NOTICE.

MR. E. J. MOSES has Authority to Sign our Firm from this date.

TOEG & READ.

Hongkong, 12th April, 1905. [978]

NOTICE.

THE HONGKONG SCHOOLS' SPORTS will be held at the RACE COURSE, HAPPY VALLEY, on MONDAY, April 17th. Starts to be run off on SATURDAY, April 15th.

Hongkong, 13th April, 1905. [977]

WANTED.

A GOOD NON-CHINESE CLERK. Must take up situation immediately. Apply in person with specimen of handwriting to—

THE SECRETARY,
Dairy Farm Co., Ltd.

Hongkong, 13th April, 1905. [975]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUN. GALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—

J. S. VAN BUREN,
20, Des Vaux Road.

Hongkong, 13th April, 1905. [980]

TO LET UNFURNISHED—From 1st May.

DESIRABLE RESIDENCE in Barker Road, The Peak, No. 134, containing 2 Bedrooms and 4 good Bathrooms, excellent Bath Rooms and Servants' Quarters; present occupier leaving the Colony.

Apply to—

R. C. B.
Care of Daily Press Office.

Hongkong, 13th April, 1905. [981]

CLUB GERMANIA, HONGKONG.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE, on TUESDAY, the 15th April, 1905, at 5.30 P.M.

By Order,

G. FRIESLAND,
Hon. Secretary.

Hongkong, 13th April, 1905. [982]

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

ONE SUMMER'S DAY.
A COMEDY IN 3 ACTS,
by H. V. EMMOND,
will be repeated
on SATURDAY, 15th APRIL, 1905.

PRICES... \$3, \$2 & \$1.
Sailors and Soldiers in uniform Half-Price to Pitt Ball and Pitt.

Booking Office at ROBINSON PIANO COMPANY, open from Noon, To-day.

ARTHUR CHAPMAN,
Business Manager.

Hongkong, 13th April, 1905. [985]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.
(Incorporated 1891).

NOTICE.

A FAREWELL SMOKING CONCERT, in honour of Mr. N. MUMFORD, on the occasion of his taking his final departure from the Colony, will be given in the Rooms of the Institution, No. 4, Des Vaux Road, on SATURDAY, 15th APRIL, to commence at 8.45 P.M.

During the evening, Mr. Mumford will be presented, on behalf of the Members, with an illuminated Address.

Seventy talented local gentlemen have volunteered their services, and indications from all sources show that a very successful gathering may be anticipated.

Tickets for admission, price One Dollar each, may be obtained from the Manager or Office Bearers.

DAVID J. LENNOX,
Secretary and Manager.

Hongkong, 13th April, 1905. [986]

FOR KODE (DIRECT).

THE Norwegian Steamship

"SPIR"

Captain A. Stein, will be despatched for the above port TO-MORROW, the 14th inst., at 5 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 13th April, 1905. [984]

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM"

OF THE EAST ASIATIC COMPANY, LIMITED, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. This afternoon, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 17th inst., at 3.30 P.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,
Agents.

Hongkong, 12th April, 1905. [975]

NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

Commencing on SUNDAY, the 16th April, and until further notice.

THE Steamship

"HONAM"

will (weather permitting) make a Special Trip every Sunday to Macao and back.

Hours of departure: From Hongkong 9 A.M. From Macao 7 P.M.

Return fares:—First Class \$4.00. Second Class \$2.00. Children under 12 half price. Tickets may be obtained at the Office of the Company, or on board the steamer. NO CHITS will be accepted, and servants' passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 13th April, 1905. [983]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA"

will be despatched for the above ports on or about MONDAY, the 17th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th April, 1905. [982]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Fung Wa Chuen, Esq., to Sell by Public Auction

TO-DAY (THURSDAY),
the 13th April, 1905, commencing at 2 P.M., within his residence, "BURNSIDE," Robinson Road, the residue of his

VALUABLE HOUSEHOLD FURNITURE

Therein contained, comprising—

SILK-COVERED SADDLE BACK DRAWING ROOM SUITE (American make), **MOROCCO-COVERED DINING ROOM SUITE**, **PEAKWOOD EXTENSION DINING TABLE**, **IMPERIAL DINING SERVICE**, **SILVER WARE**, **CANTON CARVED BLACKWOOD DOUBLE BEDSTEAD**, **FLOWER AND CURIO STANDS**, **SIDE TABLES**, **SOFAS**, **CHAIRS**, **JADESTONE PLATES** and **ORNAMENTS**, **OLD PEKIN CHINA**, **SONNE WARE**, **DOUBLE BRASS BEDSTEAD**, **MARBLE-TOP WASHSTANDS**, &c., &c., &c.

Also

A Large Assortment of Valuable CHINA WARE.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th April, 1905. [91]

PUBLIC AUCTION.

THE Undersigned have received instructions from Newman Mumford, Esq., to Sell by Public Auction

TO-MORROW (FRIDAY),
the 14th April, 1905, at 2 P.M., within his residence, STOKES BUNGALOW EAST, the Peak, the whole of his

HOUSEHOLD FURNITURE, comprising—

TEAKWOOD EXTENSION DINING TABLE and **CHAIRS**, **TEAKWOOD HATSTANDS** with **GLASS**, **SINGLE IRON BEDSTEADS** with **WIRE** and **MATTRESSES**, **TEAKWOOD WARDROBE** with **GLASS**, **TAPESTRY-COVERED DRAWING ROOM SUIT**, **PICTURES**, **MARBLE-TOP WASHSTANDS**, **COOKING STOVE** and **UTENSILS**, &c., &c., &c.

Also

One COTTAGE PIANO by Chapell & Co., London, (in Good Order and Condition). Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th April, 1905. [944]

PUBLIC AUCTION

THE Undersigned has received instructions from A. Levy, Esq., to Sell by Public Auction

TO-MORROW (FRIDAY),
the 14th April, 1905, commencing at 2.30 P.M., at his Residence 33, WYNDHAM STREET, his very fine collection of

CURIOS AND ANTIQUITIES, comprising—

RARE SPECIMENS OF LACQUER WARE, **SATSUMA**, **BRONZES**, **LARGE IVORY CARVINGS**, **SILVER CLOISONNE**, **JADE**, &c., &c.

Also

A FEW PIECES OF DIAMOND JEWELLERY and **UNSET PEARLS**, and

A QUANTITY OF HOUSEHOLD FURNITURE.

1 COTTAGE PIANO (recently new).
3 IRON SAFES (English).
On View from Thursday, 10th April, 1905. Terms:—As Customary.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 11th April, 1905. [956]

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hongkong, **VALUABLE LEASEHOLD PROPERTY**, situated at

PARK VIEW, LYTTELTON ROAD, VICTORIA,
on

MONDAY,
the 14th May, 1905, at 3 P.M., at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road, Central.

All that Piece of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Inland Lot No. 1216 containing by admeasurements 75,291 square feet together with the Messuages thereon known as No. 1, 2, 3, 4, 5, & 6, Park View, Lyttelton Road, Victoria.

For further particulars, apply to Messrs. DENNIS & BOWLEY, Vendor's Solicitors, or to Messrs. HUGHES & HOUGH, Auctioneers.

Dated the 10th day of April, 1905. [953]

INTIMATIONS

NOTICE.

THE Business of a Solicitor Proctor and Notary Public heretofore carried on by me at Nos. 39, 41 and 43, Des Vaux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HEIT and GOLDRING.

GEO. K. HALL BRUTTON,
Hongkong, 10th April, 1905. [939]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 12th April, 1905. [970]

THE HONGKONG LICENSED PILOTS ASSOCIATION have this Day REMOVED their OFFICE to FIRST FLOOR of Nos. 16 and 17, CONNAUGHT ROAD CENTRAL.

Hongkong, 5th April, 1905. [931]

ROBERT CRAWFORD'S C. C. C. WHISKY.

Price \$10 Per Dozen.

Sole Agent—

KWAN TEE,
116, Queen's Road Central.

Hongkong, 12th April, 1905. [969]

SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, FONGRES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EMBROIDERED FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

TO LET

NO. 1, RIFON TERRACE.

FLATS in MOSTON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

A BUILDING at Camoway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1904. [91]

TO LET.

A WELL FURNISHED SIX ROOMED HOUSE, Excellent situation, Garden, Tennis Court and Swimming Bath.

Apply to—

H. HUMPHREYS,
Hongkong, 18th February, 1905. [492]

FOR SALE OR TO LET.

WHARF opposite Sutherland Street, to be sold or let. Immediate possession.

LEIGH & ORANGE,
1, Des Vaux Road Central.

Hongkong, 7th April, 1905. [918]

TO LET.

ROOM 13 (Top Floor) Beaconsfield Arcade, preferably as an Office.

Apply—

Dr. MACLEOD,
No. 11 Beaconsfield Arcade.

Hongkong, 3rd April, 1905. [883]

TO LET.

DESIRABLE FURNISHED HOUSE.

Electric Light and Fans. Very convenient position, Fine Views back and front. Cool. Very moderate rental.

Apply to—

BOX 531,
Care of Daily Press Office.

Hongkong, 12th April, 1905. [968]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Sha Tsui, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATTON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 10th January, 1905. [202]

TO LET.

DWELLING HOUSES on Poddar's Hill, occupation from the 1st July.

For Further Particulars, apply to—

DAVID SASSOON & CO., LD.

Hongkong, 6th April, 1905. [907]

TO LET.

DUNHEVED 33, Robinson Road.

Apply to—

HO U. MING,
81, Queen's Road Central.

Hongkong, 11th April, 1905. [953]

TO LET.

HOUSE No. 19, Robinson Road, known as "SANS SOUCI" with Piece of Ground suitable for Tennis Court or Garden and Commanding a Full View of the Harbour. Immediate possession.

Apply to—

E. V. DE SOUZA,
Care of Messrs. Barretto & Co.

Hongkong, 11th April, 1905. [954]

TO LET.

NO. 2, CHANCERY LANE an airy and well-situated HOUSE, furnished or unfurnished.

An OFFICE, Top Floor, 3 Queen's Building.

Apply to—

S. A. SETH, Dairy Firm.

Hongkong, 6th April, 1904. [908]

TO LET

TO LET.

NEW STORE nearing completion to Let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—

Care of Daily Press Office.

Hongkong, 18th March, 1905. [748]

TO LET.

"GLENIFFER" Garden Road, Kowloon, DETACHED HOUSE with Garden. Moderate Rental, ready for immediate occupation.

Apply to—

HENRY HUMPHREYS,
HUMPHREYS ESTATE AND FINANCE CO., LD.

Hongkong, 27th March, 1905. [820]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34a, 34b, 34c, Praya East.

Apply to—

COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 1st March, 1905. [81]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply—

Care of Daily Press Office.

Hongkong, 9th March, 1905. [675]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—

LAITS, WEGENER & CO.

Hongkong, 4th March, 1905.

TO LET.

FURNISHED, THE CASTLE.

For particulars, apply to—

GEO. K. HALL BRUTTON,
39 & 41, Des Vaux Road.

Hongkong, 22nd March, 1905. [777]

TO LET.

NO. 1 "FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES. Five Rooms each and Gardens. Moderate rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD.
Alexandra Buildings.

Hongkong, 30th March, 1905. [850]

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—

LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. [478]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th March, 1904. [9]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. at Shewan, Tomes & Co.'s Office, Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—

CHUNG SHUN KOO,
12 & 14, Queen's Road Central.

Hongkong, 24th December, 1904. [92]

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—

M. J. D. STEPHENS, Solicitor,
19 Bank Buildings.

Hongkong, 29th March, 1905. [845]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 7th January, 1905. [160]

TO LET.

BRAE-SIDE, 20, Macdonnell Road, 16 ROOMED HOUSE with Garden, suitable for a Mess or a Boarding House.

Apply to—

C. F. DE CARVALHO,
Care of H. & S. Bank.

Hongkong, 30th March, 1905. [840]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [869]

TO LET.

EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

No. 4, BELILIOS TERRACE, 1st Row.

No. 7, " " 1st Row.

No. 21, " " 3rd Row.

No. 18, " " 3rd Row.

No. 20, " " 3rd Row.

"WESTWARD HO" Bonham Road, Ground Floor.

No. 1, DES VEAUX VILLAS.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 13th April, 1905. [90]

PUBLIC COMPANIES

HALL & HOLTZ, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING of HALL & HOLTZ, LIMITED, will be held at No. 29, The Bund, Shanghai, on FRIDAY, the 14th day of April, 1905, at 4 o'clock in the Afternoon, to transact the Ordinary business of the Company.

The TRANSFER BOOKS and Register of Members of the Company will be CLOSED from the 5th day of April to the 14th day of April, both days inclusive.

Notice also is hereby given that an EXTRA-ORDINARY GENERAL MEETING of HALL & HOLTZ, LIMITED, will be held at the same place on the same day as the close of the Ordinary General Meeting for the purpose of considering and if thought fit passing a resolution authorising the Directors to raise or borrow any sum or sums of money not exceeding 65,000 Taels, over and above the 50,000 Mexican Dollars which the Directors have power to borrow without the sanction of a General Meeting, the object of such borrowing being to provide funds for the extension of the Company's buildings in Tientsin.

Dated this 30th day of March, 1905.

By Order of the Directors.

E. R. PALMER,
Secretary.

THE CHINA-BORNEO CO. LD.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, 55, George Street, on SATURDAY, the 15th April, 1905, at 12 o'clock Noon, to receive a Statement of Accounts to the 31st December, 1904, and the Report of the General Manager and Consulting Committee and to Elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of April, both days inclusive.

J. WHEELEY,
General Manager.

Hongkong, 28th March, 1905. [838]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNPAID-UP ... " 6,000,000
RESERVE FUND ... " 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Hankow	Bombay
Shanghai	Tientsin	Newchwang
Daluy	Peking	Yaoyang

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED

PARR'S BANK, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5%, per annum

" " " 6 months 4%, " " "

" " " 3 months 3%, " " "

" " " TAKEO TAKAMICHI,
Manager.

Hongkong, 28th March, 1905.

ROBINSON PIANO Co. LD.

THE
PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT
MERE DEALERS, BUY-
ING AT ONE PRICE AND
SELLING AT ANOTHER,
BUT

PRACTICAL EXPERTS
AND
MANUFACTURERS

DEVOTED EXCLUSIVELY
TO THE MUSICAL
INSTRUMENT TRADE.

These are
FACTS OF THE
FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also by far
the LARGEST PIANO BUYER
IN CHINA and gives the most
SOLID VALUES and a
Wide Selection of Makes
Chosen at the Factories and
ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905.

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**
CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 864 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide... 844 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 518 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 284 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERs; and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIAL is
always kept at hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready at
Short Notice.

SIEN TING.
SURGEON DENTIST.
No. 10, JAGUAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of departure of the Mails from Europe
and America and the dates on which they are
due to reach Hongkong. A Special Table is
devoted to the Parcel Post to and from
England.

Mounted on Card... 30 Cents
On Paper... 20 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 10th February, 1905.

LIVER DISORDER CURED.

ANOTHER TRIUMPH FOR BILE BEANS.

When the system becomes loaded with
impurities the liver is unable to perform its
task of circulating pure blood throughout the
body. The result is that the whole system is
deranged, the blood becomes foul, and the
disorder spreads through the whole body, giving
rise to skin disfigurements, and discolourings.
A certain cure for this ailment is found in Bile
Beans, which thoroughly cleanse the polluted
system, and assist the liver in its work.

Miss F. A. Adam, of New Street, Winder-
bourne, Stoke, Wilts., England, says:—
"About two years ago I contracted a chill which
settled on my liver. I gradually grew weak
and feverish and my breathing became very
difficult. I lost all my colour and became so
weak and listless that I ceased to take interest
in anything.
"I consulted a doctor, who having examined
me, said I was suffering from liver complaint,
while at the same time my heart was also in a
very bad state. He prescribed for me, but his
medicines did not do me a bit of good. I then
went to Salisbury Infirmary where I was
treated as an out-patient, but though I attended
for three months, I got no better and almost
gave up hope of ever being well again. The
pains I suffered in my head were dreadful. If
I stooped down I felt sick and my head seemed
as if it would split open. For months I was
like this and at last had to take to my bed.
The neighbours all said I was dying and I
certainly looked like it.
"One day a friend of mine sent me a bottle of
Bile Beans. I began to take them, and very
soon perceived an improvement in my condition.
My colour returned, I began to enjoy my food,
a thing I had not done for two years. My
breathing got better and in fact I felt stronger
altogether. I continued to take the Beans with
returning hope and confidence and they have
now completely cured me. I am fully convinced
that I should not be alive now but for Bile
Beans and I shall never cease to recommend
them to all with whom I come in contact."

Bile Beans are a certain cure for indigestion,
debility, biliousness, constipation, piles, ner-
vousness, anæmia, female ailments, weakness,
neuritis, pains in the back, dizziness, loss
of appetite, liver complaint, headache, flatulence,
pimples, and skin eruptions. Obtainable of all
chemists and medicine vendors. Price 75 cents
(Mex.) per bottle. (80-15)

INTIMATIONS



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the
Domestic Cleanliness and Ventilation
By-laws (as amended) every domestic building
or part of such building within the Central
Division of the City of Victoria and the
Western Division of Kowloon occupied by
members of more than one family must be
CLEANED and LIMED AND SHEETED
THROUGHOUT by the owner during the
months of March and April.

N.B.—The word "throughout" used in this
notice means that the Houses should be lime-
washed in respect of all the Walls of each room
and Staircase, all Outside partitions, Stair
Casings and Stair Linings, all Ceilings and the
undersides of Rafters both in main buildings,
Offices and Servants' Quarters and inclusive of
Verandahs.

The Backyard should have its containing
walls lime-washed up to the level of the first
floor.

Carved, painted or polished woodwork in
good condition, however, need not be lime-
washed but must be Cleaned.
The Central Division of the City lies between
Gillman Street and Peel Street on the East and
Tank Lane and Cleverley Street on the West.
Kowloon is divided into the Eastern and the
Western divisions by Robinson Road a straight
line drawn from the north end thereof through
the Yau-mai service reservoir to the northern
boundary of Kowloon.

Dated this 31st day of March, 1905.

G. N. OBME,
Secretary.

**THE TRADE MARKS ORDINANCE,
1898.**

**APPLICATION FOR REGISTRATION OF
TRADE MARKS.**

NOTICE IS HEREBY GIVEN that
HANG HING carrying on business at
No. 4, Connaught Road West, Victoria, in the
Colony of Hongkong, and elsewhere as Tea
Merchants have on the 17th day of December,
1904, applied for the registration in Hongkong
in the Register of TRADE MARKS of the
following Trade Marks:

1. The representation of Two Phoenixes with
Spread Wings, each with a wing crossed
with a wing of the other and each standing
on one leg on a rock facing each other;
between their heads is a representation of
the sun.

2. A fancy design on which is depicted a
Fancy Scroll with "HANG HING"
written on it meaning "HANG HING".
Underneath the scroll is the representation of
Two Phoenixes facing each other with
Spread Wings, each with a wing crossed
with a wing of the other and each with long
tails practically forming a circle and in the
centre of the circle is a representation of
the sun; below which is a scroll on which
appear two letters "H. H."

Both the above TRADE MARKS have been
used by the applicants since the month of May,
1902, in respect of the following goods:

TEA IN CLASS 42.

Facsimiles of the TRADE MARKS can be
seen at the Office of the Colonial Secretary of
Hongkong and also at the Office of the under-
signed.

Dated the 12th day of January, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

352

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 a.m. and 4 p.m. daily, Sunday,
excepted to receive and deliver perils. Apply
to Wm. PARLANE, Manager.
Hongkong, 18th November, 1904.

15

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 3 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1904.

25

BRITISH NAVAL REORGANISATION.

The effects in the Far East of British naval
changes are still the theme of disapproving
criticism. The N.C. Daily News says:—

Admiral Sir John Fisher seems to be a
man of one idea, and there is nothing more
dangerous than a man of one idea who is able
and strong enough to impose his idea on all those
above as well as under him. We have already
remarked on the injury that Admiral Fisher is
doing to our prestige and position in the Far
East by his sweeping reductions in the British
naval force in these waters; his policy will of
course, be reversed when consideration has
been given to the blind admiration with which
Sir John Fisher is regarded for the moment.
There is naturally great discontent in Ceylon
with his sudden abandonment of Trincomalee;
and we note that General Sir John, Director-
General of Artillery, who has been visiting our
Eastern and Far Eastern Colonies to report on
their defences, has given his views on the
abandonment of Trincomalee to a representative
of the Times of Ceylon. He said:—

"I cannot for the life of me understand why
so important a defended port and port of refuge
has been abandoned. The present war has
brought into prominence the value of coaling
ports, and the absolute helplessness of a Power
which does not possess these important
necessaries. Great Britain is unique in this
respect. Take the route to the East. Our first
coaling station from Portsmouth is Gibraltar.
Then comes Malta, and after that Port Said.
Aden is a port of refuge, and the next coaling
station is Trincomalee. Then comes Singa-
pore, and lastly Hongkong. It is a marvellous
series of convenient stations, where our ships
can always get coal and take refuge in case of
necessity. And yet Trincomalee, one of the
finest harbours in the world, and the central
station on the sea, has just been abandoned.
What is the use of Colombo? You might put a
few light cruisers in here, a stray cruiser or two,
but in Trincomalee, as you know, a battleship
can be coaled from the jetty with ease. But more
than that, there is no port in the world more strongly
fortified than Trincomalee. All the most
modern armaments are there; forts built
on the latest scientific principles, light-
available, and everything else which could
add strength to a position admirably adapted
by its natural position for the purpose for which
it was until a few weeks ago destined. Why,
the very test shots for the mark-10 guns have
not yet been fired, and the place is deserted.
Look at the deplorable condition of Russia for
want of a port such as Trincomalee. The
situation is impossible, and there is not a
Naval Power at the present moment besides
England which would not be similarly situated
under like circumstances. You ask what is the
particular value of Trincomalee. That is very
easily answered—it is a defended harbour and a
port of refuge, and practically the only one of
its kind in Eastern waters. There is no other
place whither our men-of-war, if disabled, could
with safety proceed; Colombo is useless for the
purpose."

RUSSIA AND NORWAY.

The collapse of Russia in the Far East is
likely to alter a good many current views on
European politics. One of the most potent
arguments in Sweden against the dissolution of
the union with Norway used to be that the latter
State, were she free to manage her own foreign
policy, would assuredly leave an ice-free port to
the Russian Government, as well as a way-leave
through her northern territory for a Russian
railway to it; whereby Russia would not only
reach the Atlantic but be able to attack
Sweden, if need be, on both sides at once. The
present difficulties of the Russian Government
have made that danger indefinitely remote.
Again, the discussions on the German Navy
Estimates have brought out the fact that a
project for strengthening the German Fleet
cannot be found in the possibility of having to
contend against the Franco-Russian alliance. The
increase must be defended either by obscure
references to the possible danger from British
Imperialism, or, as Professor Schiebmann argues
in the *Kreuz Zeitung* this week, as a means of
widening German culture by familiarising her
people with the ideas of sea-power and all that
is connected with oceanic commerce. How that
can be done we shall be better able to judge
when we know the scheme, promised for this
autumn, for extending the railways of the
German Empire. So far, the difficulties in
that direction have proved insuperable.

THE RUSSIAN SQUADRONS.

The eleven ships of the Hamburg-American
Line which were sold indirectly to Russia will
remain at Hamburg, instead of joining the
third Baltic Squadron, as was originally in-
tended. The preparations on board the
steamship *Belgavia* which was to have started
first, have been suddenly stopped, and the other
steamships, which were to have followed the
Belgavia, have left off taking in stores and
provisions. Men have been working night and
day on board the *Phoenicia*, which was to be
topping ship for the third Baltic Squadron.
But these preparations have also been suspended.
The crews which had been engaged to man the
ships under the Russian flag have been dis-
charged, with a gratuity.

Various and conflicting explanations are
given to account for this change of plans. The
Hamburger Fremdenblatt states that the
Russian Government will not buy the steam-
ships at all, but will retain them through the
intermediary agent to the Hamburg-American
Company, at the same time paying a heavy
compensation for breach of contract. According
to another report, they still belong to the
Russian Government and will stay at Hamburg
pending the decision of the Russian Admiralty.
The Hamburg-American Company, however,
confirms the statement that the sale of steam-
ships has not taken place, from which it may be
inferred that the Russian Government has
cancelled the original agreement.

As to the motives which have influenced the
Russian Government, several conjectures are
current. It is said, for instance, that Russia
has resolved to recall the third squadron, in
consequence of which decision the auxiliary ships
which were to accompany it on its voyage to the
Far East have become superfluous. According
to another report, the German Government has
interfered to prevent the sale of the steamships
on the ground that it would be a breach of
neutrality. This, however, appears improbable,
as both the Hamburg-American Company and
the North German Lloyd have sold ocean liners
to Russia since the outbreak of hostilities, for
service as auxiliary cruisers, without any inter-
ference from the German Government. The
sale of the third squadron, however, has been
compelled the Hamburg-American Company to
charter steamships belonging to other owners,
in order to maintain its regular steamship
service to Boston, Philadelphia, Baltimore, and
New Orleans, during March, April, and May.
—Standard.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 13th April, 1905.

Leave.—No. 1. Leave of absence on private
affairs to England pending retirement has been
granted to Colonel W. E. Webb, R.A.M.C.,
Principal Medical Officer, South China, from
13th April to 19th July 1905. (II). Leave
of absence to the neighbouring countries has
been granted to Captain K. K. Bushie,
H.K.S.B.C.A., at the recommendation of a
Medical Board from 26th April to 20th Decem-
ber 1905. (III). Leave of absence to the
neighbouring countries has been granted to
Captain J. H. Casserly, 119th Infantry, from
12th April to 21st April 1905. (IV). Leave
of absence to the neighbouring countries has
been granted to Lieut. Colonel P. W. J. Caul-
field, 110th Mahratta Light Infantry, from
12th to 15th April 1905.

Arrivals.—No. 2. One N.C.O. and four
privates 2nd Royal West Kent Regiment
arrived on the 10th instant per s.s. "Wesang"
from Tientsin. (Prisoners and escort).
Departure.—No. 3. Captain P. W. North,
Royal Berkshire Regiment, left on the
11th instant per s.s. *Prinz Waldemar* for
Yokohama for duty.
Inspection.—No. 4. The General Officer
Commanding will make his Annual Inspection
of the Hongkong Volunteer Corps, on the
Polo Ground, Causeway Bay, on Saturday 15th
April 1905, at 2.30 p.m.

By Order,
R. E. Ross, Major,
Chief Staff Officer.

THE PEKING SYNDICATE.

The Daily Graphic does not seem to distrust
the Peking Syndicate's advertisements so much
as did the *Pail Mail* in the scathing comment
we quoted the other day. It says:—Messrs.
Frederic C. Mathieson and Sons, of Copthall
Avenue, publish a pamphlet showing the present
position and prospects of this undertaking,
which was formed in 1897 to obtain from the
Chinese Government the concession to work the
coal and iron deposits and build the railways
described. It is claimed that the syndicate possesses
a practically inexhaustible supply of coal, both
anthracite and bituminous, which can be mined
at from 1s. to 2s. a ton. The disturbances in
China interrupted work, but progress has
during the last two years been made, and the
position at the present time is that a railway, 75
miles long from Tackoa on the Wei River to
Tawang, was in November, 1904, opened not
only for the conveyance of the company's
minerals, but also for all kinds of traffic,
passengers, and goods. Moreover an arrange-
ment has been made with the Chinese Govern-
ment under which the syndicate's railway from
Tackoa in Honan to Tse chow in Shanai is to
receive a guarantee from the Chinese Govern-
ment on the whole of the capital expended
on the railway. With regard to work on the
collieries, a small shaft was sunk to the coal, and
now a large compartment shaft is being sunk
with additional plant, and it is contemplated
that the output will be 2,000 tons a day as soon
as the development has proceeded sufficiently
far underground. The coal is, it is said, of good
burning quality, and is an excellent steam-
anthracite. A feature of it is that there is an
entire absence of smoke during combustion, and
its value as a fuel for naval purposes is therefore
evident. Thus, the writer adds, "the enormous
deposits belonging to the syndicate will shortly
be developed."

RUSSIA AND NORWAY.

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likely to alter a good many current views on
European politics. One of the most potent
arguments in Sweden against the dissolution of
the union with Norway used to be that the latter
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policy, would assuredly leave an ice-free port to
the Russian Government, as well as a way-leave
through her northern territory for a Russian
railway to it; whereby Russia would not only
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Sweden, if need be, on both sides at once. The
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in the *Kreuz Zeitung* this week, as a means of
widening German culture by familiarising her
people with the ideas of sea-power and all that
is connected with oceanic commerce. How that
can be done we shall be better able to judge
when we know the scheme, promised for this
autumn, for extending the railways of the
German Empire. So far, the difficulties in
that direction have proved insuperable.

LOST.

A GREEN PARROT; South side of Peak.
If found kindly inform Miss DIXON,
No. 2 The Peak. Finder will be well
rewarded.
Hongkong, 11th April, 1905.

WANTED.

TWO Gentlemen require BOARD and
RESIDENCE in Private Family.
Apply to—

P. S.
Care of Daily Press Office.
Hongkong, 27th March, 1905.

WANTED.

AN EXPERT TYPEWRITER, Good
Salary to a Quick Worker.
JOHNSON, STOKES & MASTER.
Hongkong, 1st April, 1905.

QUARTERS WANTED.

IN Family, for Young Gentlemen arriving
about April.
Apply to—

BOX 529,
Care of Daily Press Office.
Hongkong, 12th April, 1905.

OFFICE WANTED.

WANTED from July, FOUR ROOMS,
suitable for Offices, in Central District.
Apply, by letter, to—

BOX 529,
Care of Daily Press Office.
Hongkong, 12th April, 1905.

WHY SHOULD BUSY MEN USE
THE "ROYAL BAR-LOCK"?

IT is not because it makes writing easy—
I think that would be sufficient reason.
It is not because it writes in eight—though
that is important.
It is not because it is the most durable—
though that is its strongest point.
It is not because it is unapproached for
Carbon and Stencil manifolding—though that
describes its capabilities.
It is not because its daily output is 25 per
cent. in excess of any other typewriter—though
that is perfectly true.
It is not for any one or two of the foregoing
reasons—

BUT BECAUSE IT HAS ALL THESE
ADVANTAGES COMBINED.

J. C. DOS REMEDIOS & CO.,
Agents.
Hongkong, 10th April, 1905.

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS ON Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE and MARBLE MONUMENT
Prices and Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905.

62

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

NO. 1 ... \$2.75 PER 100
NO. 2 ... \$2.50 PER 100
NO. 3 ... \$2.25 PER 100

GREGOR & CO.,

SOLE AGENTS.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.



TRADE

MARK.

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904.

"TANG YUEN,"
BOARDING ESTABLISHMENT.

European Supervision, Excellent Cuisine
and Accommodation.
Apply—MANAGERESS,
Madonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1905.

PENSION FRANCAISE
AND RESTAURANT.

49, POTTINGER STREET,
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 18th January, 1905.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1899.

HONGKONG
BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail.
Ironmongers. Pig Iron and Foundry.
Coke Importers. General Store-
keepers and Tool Dealers, &c.
35 & 37, King's Road,
(Market).

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 49
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.

Bronze and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 82, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers Sailmakers, Provisioners
Coal Merchants, Hardware, Engineers
Tools, Metal, Iron and Steel relief
57 & 59, Connaught Road, New
Praya Central

ON SALE.

THE
PROVINCE OF SHANTUNG
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S.
Reprinted from the "Hongkong Daily Press."
Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office
Hongkong, 31st January, 1905.

THE UNDERSIGNED, having been appointed
AGENTS for the above Company are
prepared to accept Risks against FIRE at current
rates.

SIEMSEN & CO. 31
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE IN-
SUR

SHIPPING.

ARRIVALS.

CARL DIERICHSEN, German str., 774, H. Schalkier, 11th April, Halphong 8th April, General, -Jensen & Co.
FOOSHING, British str., 1,423, F. Arthur, 12th April, -Samarang 3rd April, Sugar and Cotton, -Jardine, Matheson & Co.
MANILA, British str., 2,711, H. G. H. Lovell, 11th April, -Yokohama 28th Mar., General, -P. & O. S. N. Co.
WONGKONG, German str., 1,115, W. Behner, 11th April, -Bangkok 4th April, Rice, -Butler, field & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
12th April.
Cairo, Norwegian str., for Sasebo.
Germania, German str., for Halphong.
Johanne, German str., for Swalew.
Siam, Danish str., for Yokohama.

DEPARTURES.

12th April.
HAICHING, British str., for Swalew.
KING ROBERT, British str., for Calcutta.
LAIBANG, British str., for Calcutta.
LISA, Swedish str., for Kobe.
PITSAULOK, German str., for Straits.
PRINZ HEINRICH, German str., for Europe.
SKRAMMAY, Norwegian str., for Kobe.

SHIPPING REPORT.

The British str. *Foroshing* reports: Moderate winds and fine weather throughout.

VESSELS IN DOCK.

12th April.
ABERDEEN DOCKS.—Spir.
KORONA DOCK.—U.S.S. *Dale*, U.S.S. *De- catur*, *Reina*, H.M.S. *Ferne*, *Kinsman*.
COS MOULDER DOCK.—

VESSELS ON THE BERTH

FOR SHANGHAI AND MOJI.

THE Steamship

"ARRATOON APCAR."
Captain E. Fey, will be despatched for the above ports TO-MORROW, the 14th inst., at 11 A.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 12th April, 1905. 971

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLUMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BREMEN, ANTWERP, ROTTERDAM, AMSTERDAM, and BLACK SEA PORTS.

THE Steamship

"TONKIN."
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ARMAND BEHIC" ... 2nd May.
S.S. "DUMBER" ... 16th May.
S.S. "ERNEST SIMONS" ... 30th May.
G. de CHAMPEAUX, Agent.
Hongkong, 5th April, 1905. 972

"IBEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER."
Captain McJoshi, will be despatched as above on or about the 5th May.
For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 12th April, 1905. 973

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above ports on SATURDAY, the 6th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A fully qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 12th April, 1905. 973

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN, HERSEKUSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 2nd May, 1905, at Noon, the Steamer "PRINZ WALDEMAR," Captain Helms, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For Further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 8th April, 1905. 935

NATAL LINE OF STEAMERS.
THE Undermentioned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1904.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blakes Pier.
3. From Blakes Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	C. F. Lockston, R.N.R.	P. & O. S. N. Co.	About 26th inst.
LONDON, &c., VIA PORTS OF CALL.	SHILA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON & ANTWERP	BRADGORE	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	About 5th May.
AMSTERDAM, LONDON & ANTWERP	KAROW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
AMSTERDAM, LONDON & ANTWERP	JARON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
AMSTERDAM, LONDON & ANTWERP	CAICHAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
MARSEILLES, LONDON & ANTWERP, &c.	BAROTSE	Brit. str.	—	A. Leo	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
MARSEILLES, &c., VIA PORTS OF CALL.	TORIN	Ger. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. E. FEINBERG	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 26th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SILEBIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 1st May.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Jacob	HAMBURG-AMERIKA LINE	On 2nd May.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	k. w.	Schoenfeld	HAMBURG-AMERIKA LINE	On 16th May.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Janung	HAMBURG-AMERIKA LINE	On 30th May.
HAVRE & HAMBURG	C. F. FERD. LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 13th June.
TRIESTE, &c., VIA SINGAPORE, &c.	TRISTE	Brit. str.	1 m.	Mistorigo	SANDER, WIELER & CO.	On 1st May.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	DAEYER	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 19th inst.
GENOA, MARSEILLES & LIVERPOOL	DEUTALON	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	LOWTHRE CASTLE	Brit. str.	—	Burnett	STANDARD OIL CO.	About 15th May.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	—	—	STANDARD OIL CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	Habel	HAMBURG-AMERIKA LINE	On 25th inst.
NEW YORK VIA SUEZ	NUBIA	Brit. str.	k. w.	—	CANADIAN PACIFIC R. CO.	On 26th inst.
NEW YORK VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	E. V. Roberts	DODWELL & CO., LTD.	On 19th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	1 m.	—	DOVER & CO., LIMITED	On 19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Brit. str.	1 m.	Woltemmes	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TELEMACHUS	Brit. str.	1 m.	Holmes	PORTLAND & ASIATIC STEAMSHIP CO.	On 22nd inst.
PORTLAND, OREGON	TAITUAN	Brit. str.	1 m.	C. H. Longden, R.N.R.	MAITLAND & CO.	On 2nd May, at Noon.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—	A. Stein	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	—	P. & O. S. N. Co.	About 15th inst.
AUSTRALIAN PORTS	FOONA	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SPIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
KOBE DIRECT	TAINAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
TIENTSIN	WONANG	Brit. str.	1 m.	Dahl	BUTTERFIELD & SWIRE	Quick despatch.
CHEFOO & TIENTSIN	KANSU	Ger. str.	—	A. Hansen	MELCHERS & CO.	To-day, at 8 A.M.
SHANGHAI, NAGASAKI, HIogo & YOKOHAMA	PREUSSEN	Ger. str.	—	E. Fey	DAVID SASSOON & CO., LD.	To-morrow, at 11 A.M.
SHANGHAI VIA SWATOW, AMOY & POOHOOW	TRIUMPH	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI & MOJI	ARRATOON APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 17th inst.
SHANGHAI	WOOSUNG	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	On 18th inst.
SHANGHAI	FOOSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 21st inst.
SHANGHAI	DUMBER	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI	HANGSANG	Brit. str.	1 m.	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 16th inst., at 8 A.M.
SHANGHAI	TAIWAN	Brit. str.	—	C. Moller	OSAKA SHOSHA KAISHA	On 18th inst., at 8 A.M.
SHANGHAI	CHUAN	Ger. str.	—	C. Olsen	OSAKA SHOSHA KAISHA	To-morrow, at Daylight.
SHANGHAI	PROTEUS	Ger. str.	—	R. Rodger	JARDINE, MATHESON & CO.	About 15th inst.
TAMSUI VIA SWATOW & AMOY	B. H. JOHNSON	Ger. str.	—	—	DODWELL & CO., LD.	On 15th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	YUNSHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
AMOY & MANILA	TREMONT	Am. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst.
MANILA	ZEMBO	Brit. str.	—	—	SHAWAN, TOMES & CO.	About 18th inst.
MANILA	LYRA	Brit. str.	1 m.	Zwart	JATA-CHINA JAPAN LINE	On 25th inst., at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst., at 3 P.M.
MANILA VIA AMOY	RUBI	Brit. str.	1 m.	—	—	—
MANILA	SINGAPORE	Brit. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG &c.	TIPANAS	Dut. str.	—	—	—	—
STRAITS & CALCUTTA	NAMSANG	Brit. str.	—	—	—	—

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

TEAMERS.	DESTINATIONS.	SAILING DATE.	Freight & Passengers.
SILEBIA	HAVRE, BREMEN and HAMBURG	On 20th April.	Freight & Passengers.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 1st May.	Freight.
SEBIA	HAVRE and HAMBURG	On 1st May.	Freight.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passengers.
SEBIA	HAVRE and HAMBURG	On 2nd May.	Freight.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 16th May.	Freight.
SEBIA	HAVRE and HAMBURG	On 16th May.	Freight.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 30th May.	Freight.
SEBIA	HAVRE and HAMBURG	On 30th May.	Freight.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 13th June.	Freight.
SEBIA	HAVRE and HAMBURG	On 13th June.	Freight.
SEBIA	(Calling at Singapore, Penang and Colombo)	On 25th May.	Freight.
SEBIA	NEW YORK VIA SUEZ	On 25th May.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

12

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA .

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Tuesday, April 25th
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick. About 15th April.

S.S. LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUBINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 11th March, 1905. 97

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN .

OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

"NICOMEDIA" 4,370 Tons. Wagner. To sail at DAYLIGHT ON

"NIMROD" 4,370 Tons. Bregher. April 14th, 1905.

"ARABIA" 4,483 Tons. Bable. May 11th, 1905.

"ARAGONIA" 5,188 Tons. Schmidt. May 29th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 13th April, 1905. 123

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLUMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR, MOSQUITO, AND SOUTH AMERICAN PORTS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STAMERS.

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April

PREUSSEN ... WEDNESDAY ... 10th May

BOON ... WEDNESDAY ... 24th May

BAYERN ... WEDNESDAY ... 7th June

ZIETEN ... WEDNESDAY ... 21st June

GNESNAU ... WEDNESDAY ... 5th July

SACHSEN ... WEDNESDAY ... 19th July

SCHARNHORST ... WEDNESDAY ... 2nd August

PRINZ HEINRICH ... WEDNESDAY ... 16th August

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 30th August

ON WEDNESDAY, 12th day of the APRIL, 1905, at Noon, the Steamer "PRINZ EITEL FRIEDRICH," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till MONDAY, the 24th April. Cargo and

Special will be received on Board until 11:00 on TUESDAY, the 25th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than 32 1/2.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 13th April 1905. 5

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA VIA SHANGHAI, MOJI and KOBE.

(Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

LONDON and ANTWERP

VIA SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES

For further Particulars, apply to

I. S. LEWIS,
Acting Superintendent.

Hongkong, 13th April 1905

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN" ... Captain J. C. Williamson.

S.S. "INDRAVALLI" ... Captain S. Callington.

S.S. "COURTFIELD" ... Captain J. W. Martin.

S.S. "GRANLEY" ... Captain W. H. Steele.

OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL	"DIOMED"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 18th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

FOR	STEAMERS	TO
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"TELEMACHUS"	On 19th April.
	"NINGCHOW"	On 21st May.

Hongkong, 10th April, 1905. [8-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"WOOSUNG"	On 14th April.
MANILA	"TEAN"	On 18th April.
SHANGHAI	"TAIWAN"	On 18th April.
ILOLO	"SUNGKIANG"	On 21st April.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 22nd April.
CHEFOO and TIENTSIN	"KANSU"	On 25th April.
KOBE	"TSINAN"	On 25th April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th April, 1905. [11]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW	"TRIUMPH"	THURSDAY, 13th April, at 8 A.M.
TAMSAI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 16th April, at 8 A.M.
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN"	WEDNESDAY, 19th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TAIYU"	4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,825 Tons	WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 31st May.

Hongkong to London, 1st Class via St. Lawrence 260, via New York 282.
Intermediate and 1st Class Rates.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, sailing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TAIYU" and "ATHENIAN" carry "Intermediate" passengers only at a moderate rate, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
AMOI and MANILA	"YUENSANG"	Friday, 14th April, 4 P.M.
SHANGHAI	"FOOSHING"	Monday, 17th April, 4 P.M.
SHANGHAI	"HANGSANG"	Wednesday, 19th April, 4 P.M.
MANILA	"LOONGSANG"	Friday, 21st April, 4 P.M.
TIENTSIN	"WOSANG"	Saturday, 22nd April, 4 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 25th April, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO., GENERAL MANAGERS.
H. Hongkong, 13th April, 1905. [18]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TO	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat, 15th April, 10 A.M.
RUBI	2540	A. H. Nolley	Manila via Amoy	Fri, 21st April, 4 P.M.

For Freight or Passage apply to—
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 10th April, 1905. [15]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"SIMLA,"
Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 22nd April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moltavia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is superior before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macedonia," due in London on the 4th June, 1905.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to—
L. S. LEWIS, Acting Superintendent.
Hongkong, 10th April, 1905. [1]

ARRATON APCAR, British str., 2,911, E. Fey, 10th April, Singapore 4th April, General.
—David Sassoon & Co.
BANGKOK, German str., 1,237, E. Burcha, 8th April, Singapore 31st March, General.
—Melchers & Co.
BOGSTAD, Norwegian steamer, 1,882, H. S. Galickson, 16th March, Chinkiang 11th March, General—Order.
BREID, Norwegian str., 945, J. Ealkman, 9th April, Singapore 6th April, Rice and Flour.
—R. Smith.
CAIRO, Norwegian str., 1,350, Bjornsen, 10th April, Cardiff 10th Feb. Order.
CAPRI, Italian str., 2,717, G. Belotto, 6th April, Singapore 30th March, General.—Carlowitz & Co.
CATHERINE APCAR, British str., 1,730, A. Stewart, 10th April, Calcutta 25th March, Penang 31st and Singapore 4th April, General.—David Sassoon & Co.
ELISABETH RICHMERS, German str., 997, G. Gotsche, 7th April, Singapore 31st March, Rice and Flour.—Butterfield & Swire.
EMPRESS OF INDIA, British str., 3,032, O. P. Marshall, B.C., 11th April, Vancouver, B.C. 20th March, Mails and General.—P. R. Co.
ERNA, German str., 962, Torpehn, 16th March, Germany 1st January, General.—Order.
GERMANIA, German str., 1,718, Petersen, 4th April, Tientsin 1st April, Calcutta—Jensen & Co.
CHIVVEN, Chinese str., 1,177, Chak Stewart, 8th April, Shanghai 5th April, General.—Chinsee.
GERMANIA, German str., 1,000, H. Flugel, 26th March, Sydney 9th Feb., Copra.—Siemens & Co.
HONGKONG, British str., 2,399, W. T. Larkins, 5th April, Singapore 31st March, General.—Chinsee.
IKBAL, British str., 3,490, Robertson, 10th Feb., Durban 17th January, Ballast—Gibb, Livingston & Co.
JOHANNE, German str., 952, Iphand, 10th April, Haiphong 7th April and Hoihow 9th, Rice, General, Teak, &c.—Jensen & Co.
KARON, British str., 1,343, Simpson, 9th April, Cardiff 15th Feb., Coal—Doddwell & Co.
LAERTES, British str., 2,904, Bruce Husband, 10th April, Singapore 3rd April, General.—Butterfield & Swire.
LAERTES, British str., 1,341, J. B. Jackson, 10th April, Saigon 6th April, Rice and General.—Chinsee.
LENNOR, British str., 2,361, F. McNair, 4th April, Kanton 31st March, Coal—Doddwell & Co.
LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb., Port Natal 15th Jan.—Doddwell & Co.
LOYAL, German str., 1,528, L. Lorenson, 6th April, Surabaya via Labuan 21st March, Sugar and General.—Sander, Wiener & Co.
MERCEDES, British str., 3,525, G. S. McGregor, 14th March, Weihaiwei 25th February.—Admiralty.
NICOMEDIA, German str., 4,370, A. Wagner, 5th April, Portland and Moli 1st April, General.—Portland & Asiatic S.S. Co.
POLUX, German str., 770, C. Svendsen, 14th March, Rangoon 7th March, Timber.—Order.
RANABOU, German str., 1,189, G. Wendig, 9th April, Bangkok 31st March, Rice and Meat.—Butterfield & Swire.
SHANTUNG, British str., 1,743, Robinson, 4th April, Hongkong 1st April, Coal.—Butterfield & Swire.
SHAWMUT, Amr. str., 9,606, E. V. Roberts, 10th April, Manila 7th April, Coal—Doddwell & Co.
SIAM, Danish str., 2,356, Jensen, 11th April, Antwerp 19th Feb. Singapore 4th Mar. General.—Melchers & Co.
SIBERIA, American steamer, 5,855, J. Tremaine Smith, 10th April, San Francisco 8th March, Mails & General.—P. M. S. S. Co.
SINGORA, German str., 1,754, P. Hermeling, 11th April, Bangkok 3rd April, Rice.—Melchers & Co.
TRIUMPH, German str., 769, Zamm, 8th April, Antwerp 19th Feb. Singapore 4th Mar. General.—Osaka Shosen Kaisha.
WOORUNG, British str., 1,109, Dawson, 9th April, Shanghai 5th April, General.—Butterfield & Swire.
SPIR, Norwegian str., 870, A. Steln, 5th April, Saigon 31st March, Rice—Aagaard, Thorsen & Co.
TANIAN, British str., 2,768, E. Beutham, B.N.R., 5th April, Vancouver 7th March, and Shanghai 2nd April, General.—C. F. E. Co.
TENZFIELD, German str., 670, H. Bothmann, 2nd April, Hamburg 2nd Feb. General.—Carlowitz & Co.
TILATAP, Dutch str., 3,468, H. Koops, 10th April, Macassar 2nd April, General.—Java-China-Japan Lijn.
VENUS, American str., 665, Anto de Araluen, 10th April, Manila and Iloilo 6th April, General.—Barretto & Co.

Hongkong, 10th April, 1905. [1]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAIN.
37, DER VERTY ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [61]

DAVID COOPER & CO.'S MERCHANT NAVY NAVY BOILED LONG FLAX HELLAND CROWN JARPAULING ARNOLD, KARBURG & CO. Sole Agents.

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On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

VISITORS AT HOTELS.

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Mr. D. Gavia	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
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Mr. A. W. Grant	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
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Mr. T. A. Hall	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
Mr. H. T. Hart	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
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Mr. H. F. Horky	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
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Mr. G. Jones	Mrs. J. A. Pao	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle	Mr. J. M. Biddle
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POST OFFICE NOTICES.

The *Providence*, with the German mail, left Singapore on Friday, the 7th inst., at 5 p.m., and may be expected here to-day.

The American mail by P.M. steamer *Montana* has been transferred to M.M. steamer *Tankin* which is expected to arrive here on or about the 17th inst.

The *Japan*, with the French mail, of the 17th ult., left Singapore on Tuesday, the 11th inst., at 1 p.m., and may be expected here on or about Tuesday, the 18th inst. This packet brings replies to letters despatched from Hongkong on the 11th February.

Mails for CANTON, SAMSHUI, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for CANTON, SAMSHUI, WUCHOW and CANTON will be closed every week day, at 5 p.m. On Sundays the mails will be closed at 5 a.m. No mails will be closed on Saturday evenings, unless previously notified.

are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Swatow, Amoy, Foochow and Shanghai	Triumph	Thursday, 13th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Capri	Thursday, 13th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 13th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 13th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 13th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 14th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 14th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 14th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 14th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 14th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 15th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 15th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 15th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 15th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 15th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 16th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 16th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 16th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 16th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 16th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 17th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 17th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 17th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 17th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 17th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 18th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 18th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 18th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 18th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 18th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 19th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 19th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 19th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 19th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 19th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 20th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 20th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 20th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 20th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 20th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 21st, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 21st, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 21st, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 21st, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 21st, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 22nd, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 22nd, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 22nd, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 22nd, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 22nd, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 23rd, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 23rd, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 23rd, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 23rd, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 24th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 24th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 24th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 24th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 24th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 25th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 25th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 25th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 25th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Tuesday, 25th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 26th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 26th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 26th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 26th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Wednesday, 26th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 27th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 27th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 27th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 27th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Thursday, 27th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 29th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 29th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 29th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 29th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 29th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 30th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 30th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 30th, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 30th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Sunday, 30th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 31st, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 31st, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 31st, 1.15 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 31st, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Monday, 31st, 5.00 P.M.

TO-DAY. "Burnside," Robinson Road, Messrs. Hughes & Hough, 2 p.m.

TO-MORROW.

Sale, Household Furniture, Stokes Bungalow East, Bank, Messrs. Hughes & Hough, 2 p.m.

Sale, Carriages & Antiquities, 53, Wyndham Street, Mr. Geo. P. Lumsden, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

12th April

ON LONDON. —	
Telegraphic Transfer	1/10
Bank Bills, on demand	1/10
Bank Bills, at 30 days' sight	1/10
Bank Bills, at 4 months' sight	1/10
Credits, at 4 months' sight	1/10
Documentary Bills, 4 months' sight	1/10
ON PARIS. —	
Bank Bills, on demand	236
Credits, at 4 months' sight	236
ON GERMANY. —	
On demand	189
ON NEW YORK. —	
Bank Bills, on demand	45
Credits, 60 days' sight	45
ON BOMBAY. —	
Telegraphic Transfer	138
Bank, on demand	138
ON CALCUTTA. —	
Telegraphic Transfer	138
Bank, on demand	138
ON SHANGHAI. —	
Bank, at sight	72
Private, 30 days' sight	72
ON YOKOHAMA. —On demand	304
ON MANILA. —On demand	304
ON SINGAPORE. —On demand	61 p.m.
ON HATTHONG. —On demand	111
ON SAIGON. —On demand	11 p.m.
ON BANGKOK. —On demand	1 p.m.
SOVEREIGNS. —Bank's Buying Rate	62
GOLD LEAF, 100 fine, per tole	\$10.65
BAR SILVER, per oz.	\$56.10

OPIMUM.

Quotations are—	Allow 10c net, to 1 c duty.
Malwa New	\$1100 to
Malwa Old	\$1100 to
Malwa Older	\$1100 to
Malwa Y. Old	\$1100 to
Perian extra fine	\$950 to
Perian extra fine	\$950 to
Perian Old	\$1150 to
Perian New	\$1112 to
B-nara Old	\$ to

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *Montana* will leave Kobe for this port via Nagasaki and Shanghai on the 13th April, at midnight, and is due here on the 14th April. Her mails have been transferred to the M.M. steamer *Tankin*, due here on the 17th April.

THE FRENCH MAIL.

The M.M. steamer *Dumora* left Singapore on Tuesday, the 11th April at 1 p.m.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* left Vancouver on Monday, the 10th April, p.m., for Hongkong via the usual port of call.

MERCHANT STEAMERS.

The Glen Line steamer *Glenloch*, from London, is due here on the 7th April, and is due here to-day.

The P. & O. steamer *Poon* left Singapore for this port on the 9th April at 11 a.m.

The E. & A. steamer *Empire*, from Sydney, &c., left Manila on the 12th April at noon, and is due here to-morrow at noon.

The O.S.S. & C.M. steamer *Telavanka* left Singapore on the 11th inst. at noon, and may be expected here on the 16th inst. p.m.

The Indo-China steamer *Namsang* left Calcutta for this port via the Straits on the 1st April, and may be expected here on the 17th inst.

The P. & A. steamer *Namania* left Portland on the 16th inst., and is due here on the 18th April.

The J.-C. steamer *Lila* left Tientsin for this port via Kutchikan and Amoy for this port on the 7th April, and may be expected here on the 18th April.

The O.S.S. & C.M. steamer *Tyden*, from Pacific ports, is due to leave Moji on 14th inst., for

JOINT STOCK SHARES.

Hongkong, 11th April.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Bank—		
Hongkong & Shanghai	\$125	\$775, buyers London, 280.
National H. of China	25	\$361, sales & buy.
Ball & Anstee E. A.	125	91
China-Borneo Co.	12	\$14.
China Light & P. Co.	10	\$10, sales & sol.
China Provident	10	\$84, sellers
Cotton Mills—		
Hongkong	Ths. 50	Tls. 32, buyers
International	Ths. 75	Tls. 32, buyers
Laon Kung Mow	Ths. 100	Tls. 35.
Soychep	Ths. 500	Tls. 150, sellers
Dairy Farm	\$9	\$15, buyers
Docks and Wharves—		
Farnham, B. & Co.	Tls. 100	Tls. 157, sales
H. & K. Wharf & Co.	\$50	\$107, sellers
H. & W. Dock	\$50	\$294, sellers
Shui & H. Wharf	Tls. 100	Tls. 175.
Penwick & Co. Geo.	\$25	\$28, sellers
(Island Cement.)	\$10	\$7.
Hongkong & C. Gas	\$10	\$17, sales
Hongkong Electric	\$10	\$109, buyers
Do. New	\$5	\$11, buyers
H. H. L. Tramways	\$100	\$210, buyers
Hongkong Hotel Co.	\$50	\$140, buyers
Hongkong Ice Co.	\$25	\$245, sellers
Hongkong Rope Co.	\$25	\$155.
H. & W. Waterboat	\$10	\$134, sales
Insurance—		
China Fire	\$50	\$285, sales & buy.
China Traders	\$25	\$85, sales & sol.
Hongkong Fire	\$50	\$410, sellers
North China	\$25	\$135, sellers
Union	\$10	\$170, buyers
Yangtze	\$50	\$170, buyers
Land and Building—		
Hongkong Land	\$100	\$140.
Humphrey's Estate	\$10	\$121, buyers
Do. New	\$10	\$10.
Kowloon Land & B.	\$30	\$304, sales
Shanghai Land	Tls. 50	Tls. 115, sellers
West Point Building	\$50	\$55, sellers
Mining—		
Charbonnages	Fcs. 250	\$480, sales & buy.
Do. New	\$10	\$10.
Philippine Co.	\$10	\$91, sellers
Refineries—		
China Light	\$100	\$224
London Sugar	\$100	\$27, sales
Steamship Companies—		
China & Manilla	\$25	\$21, sellers
Douglas Steamship	\$50	\$341, buyers
H. Canton & M.	\$10	\$209, sellers
Indo-China S.N. Co.	\$10	\$121, buyers
Shell Transport Co.	\$10	\$10.
Star Ferry	\$10	\$374, sales
Do. New	\$5	\$234, sales
Shanghai & H. Dyeing	\$50	\$50.
South China M. Post.	\$25	\$24.
Steam Laundry Co.	\$5	\$7, buyers
Do. New	\$5	\$7, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$36.
Powell & Co. Wm.	\$10	\$121, sellers
Watkins	\$10	\$121, buyers
Watson & Co. A. S.	\$10	\$121, buyers
United Asbestos	\$4	\$91.
Do. Founders	\$10	\$180.

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 13th to the 16th April.

To correct Zone Time add 23 min. and 19 sec.

Low Water.			High Water.		
Day of Month.	Hour of Day.	Height.	Day of Month.	Hour of Day.	Height.
Thurs	18	h. 2.53 m. 23	19	10	10.51
Fri.	18	h. 2.42 m. 23	20	11	10.51
Sat.	18	h. 2.30 m. 23	21	11	11.54
Sund.	16	h. 2.18 m. 23	22	10	11.54
Mon	17	h. 2.08 m. 23	23	10	12.43
Tues	17	h. 1.57 m. 23	24	10	12.43
Wed.	19	h. 1.48 m. 23	25	10	12.43